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WEST

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Interview: Magoo goes to Europe

Road Racing GP preview

Test:

KTM 125MX

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

The Latest POOP
BY PAPA WEALEY

World Champion Eddie Lawson of Team Marlboro/Yamaha opened the 1985 Grand Prix road racing season with a victory in the 500cc race at the Kylami circuit in South Africa on Saturday, March 23. Former World Champion Freddie Spencer (Hon) finished five seconds behind Lawson to take second ahead of Wayne Gardner (Hon), Ron Haslam (Hon) and Randy Mamola (Hon). U.S. Road Race Champion Mike Baldwin (Hon) was ninth. Spencer (Hon) won the 250cc GP, finishing seven seconds in front of runner-up Anton Mang (Hon).

The U.S. Environmental Protection Agency (EPA) has finalized its plans for drastically reducing the amount of lead permitted in gasoline. However, in reaching that decision the agency has failed to study whether the reduced lead levels will harm up to two million motorcycles that must operate on leaded fuel. Beginning in July, 1985, lead levels will drop from the current maximum of 1.1 grams per gallon to 0.5 gram. By January, 1986, the maximum will again be lowered to 0.1 gram per gallon. The AMA had urged the EPA to set the final level at between 0.3 and 0.5 grams, estimating that the damage caused by too little lead could cost the owners of older motorcycles up to $500 million in repair costs. According to spokesmen from the major oil companies, following the first-level July, 1985 phase-out of lead as a gasoline additive, alcohol will be used to increase octane ratings. Currently under review by the major motorcycle manufacturers is potential damage to fuel system components resulting from this addition of alcohol.

Harley-Davidson is continuing its SuperRide customer demo ride program for 1985. The company has kicked off a direct-mail campaign inviting Harley owners and those who took part in the 1984 SuperRide to visit participating dealerships for a test ride.

The ninth annual Las Vegas 400 team desert race will be April 12-14. Winners of the Pro class get $2000; sportsmen will be awarded trophies. Entry is $300 for the Pros, $150 for sportsmen.

If you use a radar detector, listen up: RADAR — Radio Association Defending Airwave Rights — helped defeat anti-detector laws last year in Delaware, Kansas, Maine, Michigan, Oklahoma, Rhode Island, Vermont, West Virginia, and Wisconsin.

The WERA has announced that Bill Parkinson, who just last year informed us he had purchased the road racing organization from founders Peter and Patti Frank, is no longer the owner. We're now told that Bonnie Burick is the owner and she says she was Parkinson's partner in the purchase of WERA from the Franks early last year.

Gary Scott left Daytona before the posting of the Daytona 200 official results on Monday, March 11, and wasn't on hand to protest his posted finish. Scott learned he had been scored as 19th, instead of the 13th place he and his scorers had figured, after he arrived on Grand Cayman Island in the Caribbean for a week of skin diving. Scott would have finished a lot farther back if his drive chain had broken on the last lap instead of when it did—on the cool-off lap.

California AB412 will raise money for motorcycle rider education and car driver awareness programs by increasing motorcycle vehicle registration fees $2. This bill has just passed on to the Assembly Ways and Means Committee for debate; similar legislation has been vetoed before. To support AB412, write your local California State Assemblyman or Governor George Deukmejian, State Capitol, Sacramento, CA 95814.

In a related measure, California AB2235 will allow non-profit groups to conduct safety programs using state ORV funds. Organizations such as the AMA, AATVA or SVIA, for example, would be able to receive funds to conduct off-road rider classes. Again, write your local California state assemblyman to support AB2235.

The 100-Miler Series of hare scrambles races is scheduled for the following dates and places in the eastern U.S.: The Fireball 100 is April 21, in Tarentum, PA; April 27 is the AMA National Hare Scrambles Championship at Loretta Lynn's Dude Ranch in Tennessee; May 19 is the AMA National Hare Scrambles at Bruceton Mills, WV; June 15 is the Blackwater 100 at Davis, WV; September 15 is the Big Bear 100 at Bruceton Mills, WV; November 3 is the Loretta Lynn 100, again at Loretta Lynn's. For details write Racer Productions, Rt. 7, Box 459, Morgantown, WV 26505.

The Trailblazers' annual banquet is scheduled for Saturday, April 13, at the Brookside Country Club in Pasadena, California. This year the group of pioneer motorcycle enthusiasts will honor off-road riders of the past. Tickets are $15 per person; there is a 300 reservation limit. For information, write Trailblazers, c/o Ed Kretz Jr., P.O. Box 795, Monterey Park, CA 91754.

Look for Suzuki to introduce a GSXR1000 within two years. The new model should make more than 140 bhp and will be similar in configuration to the recently-introduced GSXR750.

A bulletin warning all KTM owners against using gasoline containing methanol or other additives in their machines' engines has been mailed out by KTM America. The bulletin states that additives, including alcohol, ethanol and octane boosters, can affect the reliability of a bike's engine.

Besides his success on the track, Freddie Spencer is doing pretty well off the track. According to a survey done by Honda's newest sponsor Rothmans cigarettes, Spencer's name is familiar to over 140 million people worldwide and because of his name recognition Freddie Spencer Racing sells 20,000 "Fast Freddie" T-shirts a month in Japan alone.

The California Off-Highway Motor Vehicle Commission will hold a public meeting 8:00 a.m., Friday, March 29, in El Centro, California at the Imperial Irrigation District Auditorium at 1284 Main Street. Officers will be elected for 1985-86, and Indian Dunes is also on the agenda. The public is invited.

The California State Department of Parks and Recreation Off-Highway Motor Vehicle Recreation Commission has recommended the acquisition of Martin Ranch in Fresno County as a state vehicular recreation area. The ranch covers 46,000 acres, and is planned for acquisition in fiscal 1985-86.

Wiseco Pistons has joined Dunlop as a sponsor of the WERA National Championship Endurance Road Race Series.

Off-road riding areas could be affected by the proposed SMUD/SPPCo Intertie, a massive electric utility project planned for construction near Auburn, Nevada City, Truckee and South Lake Tahoe in northern California, and the Reno and Minden areas in Nevada. Corridor Study Workshops are being conducted in the affected areas by the Sacramento Municipality District (SMUD) and Sierra Pacific Power Co. (SPPCo). To provide input or request details, contact Mr. Tom Schmidt, Environmental Impact Officer, U.S. Forest Service, 100 Forni Rd., Placerville, CA 95667, 916/622-5061.

The U.S. Forest Service is issuing a supplement to the Draft Environmental Impact Statement (DEIS) on the proposed Peppermint Mountain resort in northern California. According to a Forest Service spokesman, the proposed year-round facility will have little effect on local motorcycle trails; the supplement and DEIS relate to nearby condor habitats.

The AMA recently awarded four grants from its Rider Legislative Contingency Fund to assist with local efforts ranging from off-road access to rider education. Grants of $500 apiece went to the Freedom Road Riders of Missouri and the Nevada Association of Concerned Motorcyclists for their work to support voluntary helmet use legislation in their states. AMA District 15 of Indiana received $500 to help defray its expenses in backing legislation to create a self-funding statewide rider education program. A fourth $500 grant was awarded to the Magic Valley Trail Machine Association of Twin Falls, Idaho, to assist that group in battling a legislative proposal that could seriously restrict off-road vehicle access.

The AMA, in response to overwhelming member opinion regarding increasing the 55 mph speed limit, supports returning all speed limit authority to state governments, but the AMA is also backing federal legislation that gives states at least a limited choice in establishing highway limits. Legislation now before Congress includes House Bill 693, which would allow states to apply to the federal Department of Transportation for speed limits of up to 65 mph on rural Interstates; House Bill 1163, permitting speeds of up to 70 mph on any highway outside "traffic congested" areas; and Senate Bill 329, which would permit a maximum speed limit of 65 mph outside urban areas with populations of 50,000 or more. Letters urging consideration of the two House bills should be directed to Rep. James Howard, Chairman of the Public Works and Transportation Committee, 2245 Rayburn House Office Building, Washington, DC 20515. The fate of the Senate measure rests with Sen. John Danforth, Chairman of the Commerce, Science and Transportation Committee, 497 Russell Senate Office Building, Washington, DC 20510.

In recent months the flat-twin BMW Boxer motorcycles have been outselling the new four-cylinder K100; BMW is understandably concerned, and has initiated a program where the salesman who successfully closes the deal on a K-bike receives a $100 bonus directly from BMW of North America.

Mike Krauser, the German designer best known in this country for his touring saddlebags, has designed a road-going sidecar outfit based on BMW's K100 engine. The new high-performance machine uses a one-piece tubular chassis and radical hub-center steering. The vehicle will be marketed in Europe later this year, and will cost in the neighborhood of $15,000. Krauser's earlier MKM1000, a sports motorcycle using an advanced "birdcage" chassis mated to a 1000cc BMW boxer engine, saw a total production run of just over 100 units — of which only 14 were sold in the United States. U.S. importation of the new sidecar-rig is unlikely.

Laguna Seca is coming, Saturday and Sunday, July 13-14. The 14th Annual Champion Spark Plug 200 Formula One and Formula Two road races are Sunday; the Second Annual Bell Superbike Classic is Saturday. Added attractions include the finals of the Vetter High Mileage Contest, to be held between Formula One heats. Camping will be allowed at Laguna Seca Raceway Friday and Saturday nights. For camping and ticket information and phone orders, call 408/373-1811.

The July 7 round of the AMA National Championship MX Series at Buchanan, Michigan's Red Bud Track-N-Trail will be billed as the Malcolm Smith National Championship MX. Malcolm Smith Racing Products will sponsor the pro racing, while Scott Goggles will sponsor the Saturday, July 6, amateur racing.

FREE: While supplies last at participating Honda dealers, a Team Honda key fob to licensed drivers over 16 during the March 29 through April 6 open house.

The Rodil Cup, an international Supercross championship series, will consist of five events, with the final round set for the U.S. The series kicks off on August 30 in Goteburg, Sweden, followed by September 14 in Nijmegen, Holland, September 22 in London, England, October 5 in Barcelona, Spain, and ending in the U.S. on the tentative date of November 2. The location is expected to be either the Los Angeles Coliseum or Oakland-Alameda County Stadium.

Washington state Senate Bill 3035 reduces the time for motorcycle instruction permits to one year with a 90-day renewal; riders 18 years-of-age and under must take a rider education course. Support for Senate Bill 3035 should be directed to local Washington state legislators.

May 18-19 will be the Nevada 200, a trail ride organized by desert racing guru Casey Folks and Husqvarna's Scot Harden. The ride begins at Caliente, 180 miles north of Las Vegas; riders can choose easy or challenging courses. Only 50 entries are available; cost is $60 for rooms, two lunches and Saturday night dinner. Call 702/457-0343 for information.

MOTORCYCLE INDUSTRY CHANGES

Quit After six years, Kawasaki Motors Corp. Public relations secretary Jane Kress, to be a full-time Mom to daughter Andrea, 10 months.

Incredible An increase of 23% in three-wheeled ATV registrations in the state of California as of January 25, 1985, to 117,349 units, up from 95,252 registrations recorded as of January 27, 1984; by comparison, over the same period, off-road motorcycle registrations were 156,481 units up from 147,342, for a gain of 6.2 percent. Because four-wheeled ATVs are listed as "other," there are no exact registration figures on them.

Wadded A 1985 Honda Shadow 1100, by Motorcyclist magazine Associate Editor Nick Ienatsch, on a canyon road near Mt. Baldy in California; motorcycle damage was minimal, rider damage nil.

Scheduled A two-hour made-for-TV movie, "Stormin' Home," to be aired on CBS on April 13; the film being about an aging motocrosser who makes a comeback.

Engaged Dirt Rider magazine test editor Bob Carpenter, to Anne Stewart; wedding scheduled for April 1986.

Moved The Honda Center, franchised dealer for Honda motorcycles, ATVs, and motor scooters, including lawnmowers, water pumps, and outboard boat motors; new address is 3800 Paris Rd., Chalmette, LA 70043, 504/279-5574.

Hired As Director of Sales and Marketing for Calafia, Jerry Bronstrup, formerly Sales Supervisor for Kerker Engineering; Bronstrup will be heading Calafia's new dealer program.

Selected To coordinate advertising and promotion for U.S. Suzuki's "License to Steal," campaign in northern Texas, Dally Advertising of Fort Worth.

Moved IB Co Gaskets Inc., manufacturer and distributor of motorcycle parts and accessories, to 1429 West 16th St., Long Beach, CA 90813, 213/435-0660.

(Continued to page 28)

SUPERTRAPP RACING 1985 . . . IT'S ONLY THE BEGINNING

HOUSTON ASTRODOME (Feb. 8-9 1985)
SHORT TRACK: RANDY GOSS – 1st
TOURIST TROPHY: SCOTT PEARSON – 2nd

DAYTONA BEACH (Speedweek '85)
DAYTONA 200:
WES COOLEY * – 2nd
RON HASLAM * – 4th
JIMMY FILICE – 6th
MIKE HARTH * – 7th

BATTLE OF THE TWINS:
GENE CHURCH – 1st
ROGER REIMAN – 4th

FREDDIE SPENCER at Houston

The winners circle is getting to be a familiar sight for SuperTrapp. Which is understandable. After all, when SuperTrapp goes racing we are not out for a good time, we are out to SMOKE THE COMPETITION.

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WES COOLEY, member of Super Team, 1979-1980 Superbike Champion and 1981 Daytona winner.

RON HASLAM, member of Super Team, Honda UK factory rider and leading contender in the World Championship.

Other SuperTrapp powered riders include: Dale Quarterley, Rich Oliver, Jimmy Adamo, Jay Springsteen, Scott Parker, Alex Jorgenson, Gary Scott, Lance Jones and the list goes on and on and on . . . . . .

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Special Thanks to: *Jerry Griffith and Denis Jones, Tom Tucker and Super Team, Yamaha Motor Corp., Harley Owners Group, USA Network, Motorweek Illustrated and Motoworld, Roxy Rockwood and Larry Coleman.*

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2nd Place	**Stock Class**	**ROBERT FAGAN**	**M-G**
3rd Place	**Stock Class**	**BOB CRAWFORD**	**H-D**

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ON THE FRONT PAGE: It's light, fast and white, but is the 1985 KTM 125MX a winner? Turn to page six for complete test. Photo by Kim W. Palmer.

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voices

What's wrong?

What is wrong with people today? I read about Saddleback, I read about Indian Dunes — both closed because of increasing insurance rates. Rates were raised because a few greedy, immature bozos fell off and got hurt while participating in a potentially-dangerous activity. The funny thing is that they did so on their own free will. Nobody forced them, it's not anybody's fault except their own —so they sue for money, money that they probably used to buy a new bike and flashy gear so they can look real trick while they're out at the same track a few weekends later.

I live in San Francisco. The closest *legal* place for me to practice is nearly 80 miles away (Sand Hill Ranch). I have seen a lot of gates close over the last 10 years I have been riding, the most recent being Sears Point in Sonoma, reportedly because of vandalism.

The immature actions of a few affect us all and I'm tired of it. I would like to line them all up and break their legs.

So sue me.

ERIK BREDT
San Francisco, CA

Honda should help

I think it would be great if American Honda Motor Corp., or another large private interest, would lease Indian Dunes, as G.K. Scott suggested last week. It would be better if they would find some land in Orange County, California, for another race facility.

To race well and safely requires practice and more places to race will only increase the need for open riding areas where competitors can sharpen their skill, and play riders can romp. An off-road riding park in close proximity to Orange County (home of thousands of racers and recreational riders) are desperately needed to fill this void.

The lack of convenient legal places to ride makes it increasingly difficult to justify the purchase of any kind of off-road vehicle. If this need for riding areas is not met, we can expect far fewer newcomers to the sport (including our children) and tomorrow's motocross heroes will no longer hail from southern California.

Here is the golden opportunity for private enterprise to work together to meet a crying consumer need. If we wait for government funded areas, the only thing we'll be able to ride is our rocking chairs on the porch at the old folks' home, where we can sit and talk about the good old days of riding and racing at Orange County International Raceway, Saddleback Motorcycle Park, Indian Dunes, Corona Raceway, and Carlsbad.

THEA GAVIN
Orange, CA

Superbikers

This letter is concerning the March 9 airing of the Superbikers on ABC. I grew up on motorcycle racing. I must admit my favorite is Class C dirt track racing.

However, this is why I like the Superbikers so much. And I am very grateful to ABC for starting and bringing more attention to the sport.

I am sick and tired of ABC airing the heat races one week (in this case one heat race) and the main event at a later date. That is like showing the heat races at the San Jose Mile one week and the main event the next, or the first moto of the Carlsbad Grand Prix one week and the second the next.

The purpose of this letter is to get more fans to join myself and write ABC to see if we can get this mess straightened out...

DONALD STOMMEL
Sacramento, CA

P.S. A dirt tracker will win the Superbikers next year.

Thank you

I am the proud winner of the 1985 CMC Golden State/Skoal Bandits Amateur Series in the 80cc Jr. 12-16 class. I would like to send my appreciation to many people for supporting me through out the entire series.

First of all, I would like to thank all of my friends for bringing me out to the races each and every week, otherwise, I wouldn't have had any transportation. I would like to thank O'Neal USA for supplying me with race apparel, and Cycle/Am products for supplying me with fenders through out the eight week series.

Furthermore, I would like to thank Larry Shoemaker and all the great people at International Yamaha for supplying me with parts whenever I was in need. Then there is Bob Barnhart and all his wonderful and excellent mechanics at Performance Center in Canoga Park, California. A special thanks goes to the three great mechanics at the Team Yamaha Support van for helping me out with my shock and giving me helpful solutions to making my bike run better.

Next, I would like to send my greatest appreciation to Mr. Cortez and his sons Paul and Joey, for helping me solve my bike problems at Carlsbad, California.

Last, but not least, I want to thank my parents for being so supportive through out the series and helping me out financially. Thank you all.

PAT WEIDE
Van Nuys, CA

Road racer's woes

For 1985 the AMA threw the monkeywrench into the machinery with the mandatory number rule. Numbers are now assigned based on the 1984 point standings. They have taken away the fan recognition of the racers that has built up over the years, and created a multitude of problems for the racer running one bike in two or more classes. Now the racer with one bike has to change numbers between races instead of attending to the unimportant things like tires, brakes, oil, gas and general machine conditions!

If the AMA wanted class numbers based on the previous year's standings they should have made it optional.

All they needed to do was offer the top nine finishers in Formula 1, Superbike and Formula 2 the option of running that single digit number in their class. Then, offering the choice of numbers to the F-1 points earners first, Superbike second and F-2 third. That way all the two digit numbers could be used and it would make scoring easier. If any organization needs help with scoring, it is the AMA!

Who came up with this illogical mandatory number rule? The road race Professional Competition Advisory Board. The people making up this board are: Wayne Moulton (chairman), Pat Alexander, Don Brymer, Kevin Cameron, Ken Clark, Larry Coleman, Wes Cooley, Clyde Denzer, Udo Geitl, Bob MacLean, Roy Turner and Ken Vreeke. I don't know how the individual members voted, but I wonder what was in the water or air when they came up with this rule.

DEVIN BATTLEY
#9 BoTT
#53 Superbike
#180 F-1/F-2
Annandale, VA

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TEAM GREEN KAW-BOYS STAMPEDE TEXAS.
LAKE WHITNEY CYCLE RANCH, TEXAS. MARCH 10.
1985 GRAND NATIONAL CHAMPIONSHIPS.
Kawasaki's Team Green rode roughshod over the Texas track, rounding up 13 championships. Eddie Warren led the Kaw-boys by galloping to the 125cc Pro Class win. Jeff Matiasevich corralled an amazing three trophies, while Jerrold Grant lassoed two. And Robby Neeley, Dennis Hawthorne, Frank Brundage, Hank Moree, Lowell Thomson, Damon Huffman and Jack Ricks all struck it rich in the Lone Star State.
They all shined on KX Production bikes—the KX500, KX250, KX125, KX80, and KX60. Mean machines with a winning kick from liquid-cooled engines and Uni-Trak® suspension. And the same KX bikes are raring to be broken in at your local Kawasaki dealer. Get on one and ride right over the competition.
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Test: 1985 KTM 125MX

A serious alternative from Austria

PHOTOS BY KIT PALMER

By Kit Palmer

Since the first Japanese manufacturers jumped into the 125cc motocross wars 11 years ago with the introduction of the ultra-fast, lightweight, hi-tech silver-tanked CR125

from Honda, the European factories have taken a back seat to the more powerful, better suspended, lighter and more reliable machines from across the Pacific. It wasn't until recently that European 125cc motocrossers have made a comeback in the U.S. The Italian Cagiva made a showing last year, but the KTM 125MX stood out from the rest with its very strong engine. In fact, some riders claimed the 1984 KTM to be the fastest 125 ever to hit showroom floors. Not only was it fast, it handled decently and was very light. Now the new 1985 KTM 125MX is here, and it features more new parts than just the most-obvious upside-down forks.

Because it made good power last year, little was done to improve the motor in '85. The liquid-cooled, two-stroke, single cylinder engine did receive minor porting changes to aid low- to mid-range power, and a new exhaust pipe was built for the same purpose. The pipe was re-routed for improved access to the engine and carburetor.

The KTM has a cast-aluminum cylinder with a Nikasil cylinder liner. The 54 x 54mm bore and stroke, 123.6cc actual displacement and 16:1 compression ratio remains the same. It has a full case reed induction system using three-petal reed valves.

Unlike the KTM 250MX, the 125 uses a magnesium Dell 'Orto carburetor — the 250 has an aluminum-body Bing. The Dell 'Orto is 36mm and has a dull, gold-colored finish. Instead of pulling up on the choke knob or lever like on most carburetors, the Dell 'Orto has a choke lever that must be pushed down; the lever is mounted on the left side of the carb.

The KTM has a multi-plate wet clutch and a six-speed close-ratio transmission. It comes stock with a #428 Regina chain — most 125s have switched over to #520 chains long ago. In theory, the smaller chain reduces the rotating mass and lighter weight means more horsepower to the rear wheel. A smaller chain also means using smaller and lighter sprockets, which help reduce overall weight (a #520 Regina is used on the enduro model 125MXC). The KTM has a folding aluminum shiftlever, and it comes with 0.423 quarts of ATF Dextron II transmission fluid as transmission oil.

The ignition is a Motoplat CDI using an internal rotor timed at 1.4mm BTDC and firing a 370 S2S Bosch spark plug.

Almost all frame and suspension components are new for 1985. The chrome-moly-steel frame now has a removable rear sub-frame section, like on the Honda CRs, with 1° less rake for faster turning. Trail was lessened by only 0.11 inches to help retain stability in the straights. The sections of the frame which deal with the most stress are reinforced, and a semi-double downtube allows for a center-port exhaust system.

The Pro Lever single shock rear suspension system has an all-new design. Levers are changed to produce a straighter, less progressive damping curve. Needle bearings are used at all pivot points and have grease gun (zerk) fittings. The aluminum swingarm was redesigned to work with the new linkage system.

The White Power shock has a piggyback reservoir and has external preload, eight compression and 11 rebound damping adjustments. It comes set on the 11th and sixth rebound and compression damping positions. To reduce the motorcycle's center of gravity, the whole shock unit is carried (25mm) lower in the frame; the bottom mount is now a clevis.

The 125, and the rest of KTM MX line-up, has an inverted White Power fork, with 40mm stanchion tubes and 54mm fork sliders. It has external preload, compression and rebound damping adjustment settings and produce 11.8 inches of wheel travel. Sturdier plastic fork slider protectors come stock this year.

Gone for '85 is the drum front brake — it is replaced by a floating disc with a dual-piston caliper. The steel braided brake hose is made in the U.S., while the master cylinder, control levers and the whirlpool throttle assembly are made by Magura. To satisfy riders with smaller hands, the clutch and front brake levers are mounted closer to the handlebars.

A double-leading-shoe drum brake, activated by a steel rod from the pedal to the actuating arm, handles the stopping power in the back.

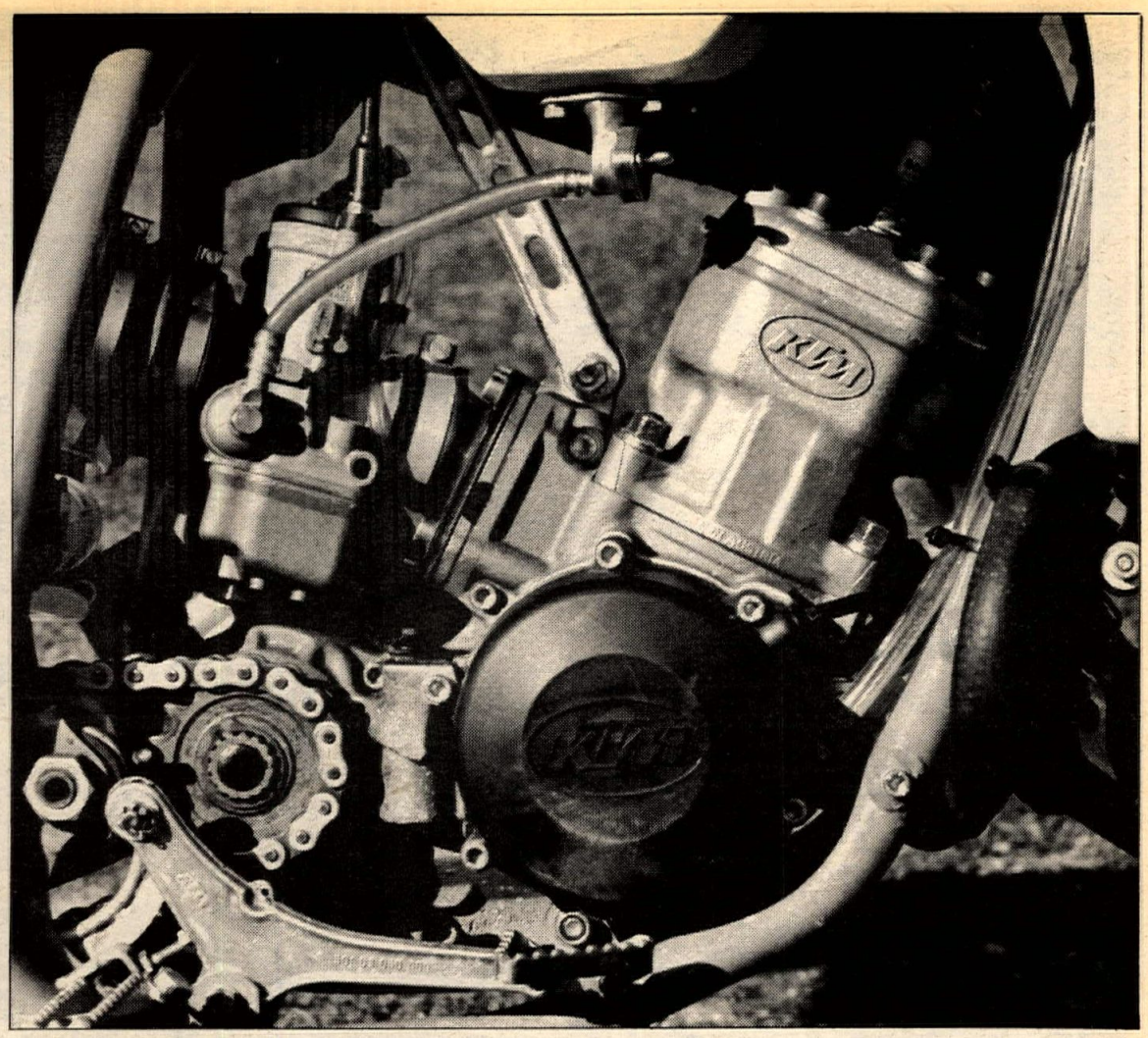
Both front and rear tires are Metzelers: A 4.60 x 18 Perfectcross in the rear, and a standard 3-ply 3.00 x 21 up front. The tires are fitted on gold-anodized rims laced with straight-pull spokes; both the rear sprocket and brake drum are mounted on the right side of the hub.

New features include narrower handlebars and fuel tank (which holds a full 2.5 gallons of gas), stronger kick stand, larger number plates on the side panels, a wider rear fender, a strong lower chain guard and an optional 1.5-inch-taller seat. Dry weight is 190.1 pounds, and the suggested retail price is $2114.

The KTM comes with a very informative shop manual written in both German and English. It has plenty of teardown photos and some exploded diagrams but covers only the 1984 125cc models; however, most of the information is still useful, except for the inverted fork. Instead, KTM supplies the buyer with a separate 14-page information booklet strictly about the White Power 4054 fork.

Starting the KTM is easy — the kickstarter is easy to use, and the bike almost aways starts on the first or second kick, hot or cold. Once it warms up, it runs very cleanly and the throttle response is quick. Dropping the transmission from neutral into first at idle doesn't cause a sharp jolt or produce a loud "clonk" noise. A few laps around the track are all it takes to realize the KTM is still blaz-

Turning the KTM is simple and precise, but braking for the turns can be tricky — front disc isn't very strong.



The engine has a square-bore configuration (54x54mm) and produces good power. (Below left) White Power handles suspension duties. (Below right) Profile is narrow.

ing fast; maybe not quite as fast as last's — but impressive, nonetheless.

The KTM's little motor thrives in the middle and the top of the powerband; it likes to be revved out to the maximum in each gear, and the rider will be rewarded with trench-digging horsepower good for many holeshots. Down low in the powerband, though, we found ourselves always reaching for the clutch lever, especially when blasting out of tight turns. The KTM can pull itself out of those situations without help from the clutch, but *barely*. When it comes on the pipe, it hits hard and doesn't stop pulling until the rider backs off the throttle — it's definitely a revver and must be revved out all the time to get the most out of the engine.

Even with its hard-packed punch, the KTM isn't very hard to manage for the Novice racer; there is enough mid-range for a manageable transition into the surplus of power on top.

Even though the clutch must be used almost all the time when exiting hairpin turns, it held up very well — we never encountered any hint of problems like slipping or dragging. One thing we didn't like, though, the clutch lever is too hard to reach, even for size 11 hands — luckily, the clutch has a very light pull. One finger is usually all that's needed.

Unlike the transmission on the KTM 250, the one in the 125 works, and works quite well. The 250 we tested didn't like to be shifted with the power off or with the use of the clutch; missed shifts were a dime a dozen, but on the 125 we rarely found a false neutral. It will shift with, or without, the aid of the clutch; power on or power off. The shiftlever is easy to find and has a very short throw, uncommon for European 125s.

The KTM's suspension is one of the best in the business; thanks mostly to the front fork. Up front, we couldn't find much to complain about — the fork absorbed all the bumps and jumps very smoothly and progressively. Sometimes the front end would twitch at high speed, but the overall feeling was excellent.

The back was nice, too, but couldn't match the front end in performance. Over rolling whoop-de-doos, the back end would stick to the ground and maintain a straight line at speed but would sometimes kick hard over little, sharp-edged bumps. Our 125 came set up a tad on the soft side for a 160-pound rider but just about right for a 155 pounder. Bottoming was never a problem.

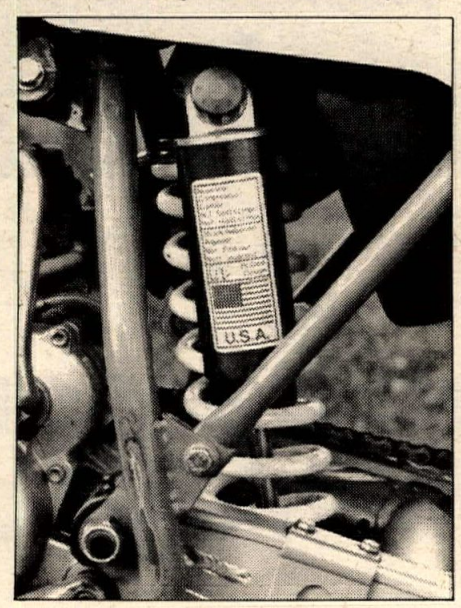
We were disappointed with the front brake — the power just wasn't strong enough for our liking. Instead of a light pull on the lever, it took a strong squeeze with at least two fingers to get the front brake working properly; we didn't ever have to worry about the front wheel locking up, though.

Since the front brake wasn't the best, we found ourselves having to rely more on the rear brake; luckily, it is strong and only needs a slight push on the pedal to get the job done. It is almost on the verge of being too strong, because the rear wheel will lock up if the rider isn't careful. We locked up the rear wheel a number of times, but never stalled the motor, even on dry ground.

Turning the KTM is super easy — it carves through any berm with ease, and, like the 250, it won't try to ride up and drift over the berms. Even if there are no berms around, the 125 will go where it is pointed and will stick to the ground. And a tall rider won't get his knees tangled with the handlebars when leaned over since the bike itself is tall.

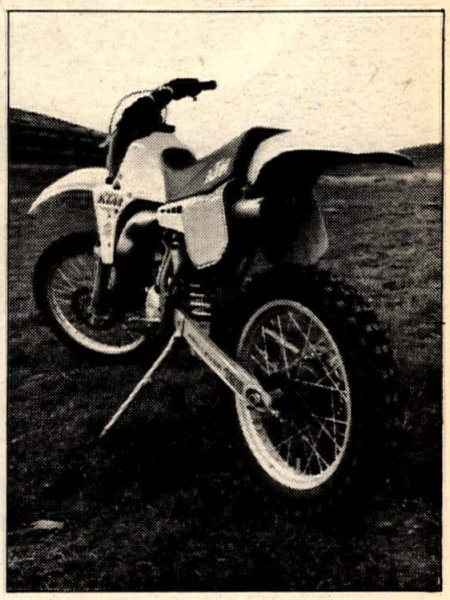
The only mechanical problem we encountered was a serious one — the throttle stuck wide open a number of times. We checked the throttle housing and cable routing, and tore apart the carburetor but found no obvious problem. We believe the slide spring was overlapping when the throttle was held all the way open, but we couldn't catch it in the act. Then we contacted KTM, and were told that the company has never heard of the problem before on any of their bikes.

The side panels never fell off, the seat stayed firm and the nuts and



bolts didn't come loose. One reason for that is that the KTM doesn't vibrate excessively — everything stays tight and doesn't rattle. Even the little chain held up well and required little adjustment.

The new 125cc KTM has alot going for it — it has a fast engine, suspen-



sion right up there with the Japanese bikes; it's light, reliable and has that European-bred feeling. It is expensive, of course, but the $2114 price tag isn't out of the ballpark; it costs a few hundred dollars more than a Japanese bike, but that's about the only big difference. •

KTM 125MX

Engine type	Liquid-cooled, reed-valve two-stroke
Bore x stroke	54x54mm
Displacement	123.6cc
Compression ratio	16:1
Carburetion	36mm Dell'Orto
Ignition	CDI Motoplat
Lubrication	Pre-mix
Gear ratios	
Primary	3.050
Final	3.875
6th	0.050
5th	1.190
4th	1.368
3rd	1.647
2nd	2.066
1st	2.750
Frame	Single down tube, split cradle
Rake	27°
Trail	N/A
Front suspension	White Power 4054 (inverted)
Fork tube diameter	40mm
Front wheel travel	11.8 in.
Rear suspension	Single shock swingarm
Rear wheel travel	12.5 in.
Front brakes	9.4-in. floating disc
Rear brakes	5.1-in. drum
Front wheel	21-in.
Rear wheel	18-in.
Front tire	Metzeler
Rear tire	Metzeler
Dry weight	192.2 lbs.
Wheelbase	58.4 in.
Fuel capacity	2.5 gal.
Ground clearance	14.5 in.
Seat height	37.4 in.
Colors	White
Retail price	$2114

PHOTOS BY KIT PALMER AND JOE STEPHAN

Danny "Magoo" Chandler has had his ups and downs: In 1982 he reached his high by winning the Carlsbad USGP, all four Motocross and Trophy des Nations motos and the Superbikers. Since then, life hasn't been so sweet.

Danny "Magoo" Chandler:

"I'm gonna be World Champion this year!"

By Joe Stephan

"I just want to rub some dirt in some people's faces because they screwed up as far as I'm concerned, letting me go, so I'm going to win the World Championship this year!"

Those were the strong words of the irrepressible Danny "Magoo" Chandler while sitting at a table and taking a break from the remodeling of his parents' 100-year-old Sierra Nevada mountain home. It was the eve of his departure for Europe to contest this year's 500cc Motocross World Championship, and he exuded confidence as he talked about his plans and his comeback from a serious non-racing accident that ultimately led to his being cut by American Honda this year. Magoo was also angry as he talked about his controversial split with Kawasaki after only his first ride for them in Europe in February.

At an international race in the south of France, Magoo was leading a field that included all the top riders. "I was leading over Jobe and Carlquist, was going away and the swingarm bolt was falling out. I thought the frame was breaking but didn't know it was falling out. I went about five or six laps. I was leading, I stopped and looked down and Jobe went by me. I saw the swingarm bolt sticking way out, I tried kicking it back in and then Carlquist went by me. I finally got it back in, not all the way through, it was still sticking out on one side of the frame. It was still flexing so I went ahead and finished with a third.

"In the second moto, I got off on a second place start and got the lead. I led the whole race. I was gone, no one touched me. Two laps to go the shock broke, the rocker arm and the whole rear suspension broke. The guy I was riding with, my teammate supposedly, Jeremy Whatley, did the same thing in the first moto so we sat down after the races and we talked, 'Like do we want to ride these bikes if this is going to be a problem?' We decided 'Yeah we will.'"

Magoo flew back to England the next day with Kawasaki's team manager Alec Wright and spent the night at his house where he got his first taste of international racing politics. "He started telling me he could see I could beat Georges (Jobe)," and then laid a bombshell on Chandler when he told him, "But you know the best you can do is second this year!" I said 'What do you mean the best I could do is second?' And he goes 'That's what I said, the best you can do is second, Georges has to win this year.' I said 'Well if Georges is beating me, fine, but if I'm running out in the lead and he's running third place, I ain't gonna pull over.' He says 'You have to.' I said 'You ain't paying me enough money to do that.' and he goes, 'You know, that's the way it's got to be. I'm giving you all the money I can give your right now."

Still reeling from his recently being cut by Honda, you could see rage in Magoo's eyes as he retold putting it on the line with Kawasaki. "I can't waste another year of my life, my career, you know I've already wasted one. I can't waste another year because in '85 when it comes contract time everyone says 'OK, Magoo, you done this and Magoo done that,' well he ain't worth it. I said 'You guys give me a contract right now for '85 for $80,000 and I'll ride, I'll do what you say.' He said 'We can't do that, we can't do that until July.' I said 'July is too late.'"

When he left for the U.S. they told him they'd give him a bike but when he got home they called and said they wouldn't. His English manager, Dave Grant, got an offer from KTM and took it which is a little ironic since Chandler's first-ever backed ride in '76 was on a KTM. Though they wanted to stay with a Japanese bike, KTM has backed them to the hilt with trucks, expenses, salaries, and good equipment that is already winning races. They've signed four riders counting Magoo for what he calls "good money."

Magoo will be taking his own mechanic Jan Houtermans along. Houtermans was building bikes for Darrell Schultz in the old days when he and Chandler were going at it tooth-and-nail and last year took Phil Larson, Eric McKenna, and Eric Eaton over to run the last three Grands Prix and international races, with Eaton getting fifth overall in Italy. Originally from Holland, Houtermans came over 15 years ago "when the Europeans were teaching the U.S. how to ride in the early days. Now it's the other way around. The spectators will definitely enjoy Magoo, they're appreciative of good riders and they're not really anti-U.S. Magoo is definitely known in Europe," he confidently added.

Houtermans should also help with the culture shock that has forced home more than one aspiring American racer, since he's spent time in both worlds and speaks more than one language. They will, however, base themselves in England for obvious reasons (language. etc.) and travel back and forth to the races. It will be hard to live over there but Magoo thinks it will make him better.

"I don't know if it's going to be easy or not," Magoo said, "I know I can feel it already. It's going to make me more of a professional because that's all I'm going to know, I don't know anybody, there won't be a lot of things I'm familiar with to do, to enjoy, so I'll be riding a lot more and everything I do will be towards racing." That will even be at the cost of his favorite past times of four-wheeling and hunting since there's no public land in Europe and hunting usually means paying $2000 a year to join some gentleman's hunting club.

Regardless, Danny Chandler is up for it. But then he's beat the best of the world before. In 1982, his first year with Team Honda, he won the U.S. Grand Prix at Carlsbad, won all four motos of the Motocross and Trophy des Nations — something no one else has ever done — and topped it off with the Superbikers win as well. It was a magic season Chandler hopes will be repeated.

"Yeah, it felt good, I couldn't do nothing wrong. I could do anything I wanted. And then after that things kind of really started fumbling on me. Especially '83, I had a bad, well not a bad year . . . I made a lot of little mistakes that cost me, and things I normally could do with no problem we were just kind of fumbling to do it. Because maybe '82 I had such a high that I took everything for granted, and first time I'd ever had anything like that, being on top was everything. At that point I was pretty high and I was taking things for granted, a lot of things. Treating people bad and a lot of things that I started doing that I should never be doing. And maybe that's what it was.

"I fell a lot, and I made a lot of costly mistakes. There were no real bad accidents where it took me three months to get over something. It (injuries) didn't hurt me over a period of time, but they hurt me for a couple of weeks, a week. There was just like a hand, an ankle, a knee, tearing little

Chandler was booted off Team Honda at the end of 1984; raced once for Kawasaki in Europe, then quit. Now he's back on KTM.

Magoo says he wants to beat Roger DeCoster's five-time 500cc World Championship record. (Below) He poses with his mother and father.

things up. And I never was strong the whole season until the end. We got it back together and then the accident happened. That screwed up the whole year (1984)."

That Magoo would still want to ride a motorcycle after the near fatal accident shows the kind of metal he's made of. "I've been riding motorcycles since I was five (his father's trail 90) and racing since I was nine. When I was probably 15-years-old that's all I wanted to do was to be a professional motorcycle racer. Everything, I ate, slept motorcycles. All I know is motorcycles, I couldn't do nothing else. If I couldn't ride I would as soon be dead. That's the way I feel. I want to race and race and race. That's it."

A cold winter's day in early '84 was almost "it" while out riding with a buddy around his mountain home. What happened for sure is unknown since no one saw the accident and Magoo has no memory beyond three hours before. While his buddy was putting his bike in the garage, Magoo went for one more loop around his house. His buddy heard the engine quit and went to see why. What he found was an eight-inch-round fence cornerpost split into two by Magoo's helmeted head. The post still stood because it was cross-braced by two other eight-inch-round fence posts. The contour of the helmet is embedded into the post as are the screws where his face mask bolts onto the helmet, the impression a quarter inch deep and still there today!

The crash took a heavy toll. His jaw was broken in two places, he had three skull fractures, a couple of concussions, destroyed the right inner ear bone (which affected his balance and right ear hearing for a long time), and severed the ear nerve which left no feeling. Since there isn't enough room on his property to get up to any high speed, whatever happened was a freak. One thing's for sure, however, he will forever have a certain helmet company on his "good guy's" list!

It was a tough road back, some eight months to get those injuries healed alone. He emotionally spoke of the hell he went through, saying, "That was scary . . . after I got home I'd get real dizzy, I'd turn my head to the side and lose focus, it would take me a second to focus on something, and my head . . . I felt real dizzy all the time. I'd even sit down and cry to myself, 'Like why me, what did I do wrong?' I don't know if somebody was trying to tell me something or what, people I was stepping on, using the wife, taking things for granted, I don't know. I had a lot of time to think about it and everything seems to come back, pretty slowly, but it has come back."

It was a long, slow comeback that meant a bad year of riding. He rode Hangtown only 45 days after the accident, for himself as well as for his legion of hometown fans, but was hurting badly. He said, "Oh yeah, I was still having troubles visually, I'd turn my head real fast and get dizzy. I'd hit a jump or something and fly up, my head would get real light. I didn't feel real weak but I would just feel unsure of anything I did. Things weren't there yet. I rode from there trying the best I could. Then the fourth race back a handlebar broke off in Atlanta and I broke my collarbone. I went end over end. So that kind of ended it all."

He rode the U.S. 250cc GP at Unadilla but the combination of having just come off the broken collarbone and being tired and out of shape got to him. Though he feels he should have beat Hannah in a big dice they had going in the qualifier he finished third. In the race on Sunday he fell apart, saying, "I just wasn't ready."

"I didn't ride a whole lot last year. Normally I would come home and ride some local races but I felt that I needed this time off to get the hunger back because motorcycles were really upsetting me. I really sat down and started thinking about a lot of things. I knew from that point on that Honda wasn't going to do nothing for me, so I was trying everything desperately. I was trying to go fast but I wasn't ready to go fast, and it's really hard . . . you know if I could have just took the rest of the year off and come back this year, in '85, that would have been a lot different story. You know you think your job's on the line and you go out there half ready, trying to do something but it's just not possible. I did try, but it wasn't possible."

What kind of feelings does he have about Honda? "I don't have any bitter feelings about riding three years for them. I did get a lot of experience and I've learned a lot in the last three years with the company.

"Obviously I do have some bitter feelings because I felt in my state of mind that there was no reason to drop me. I think they could have cut back on a lot of things, not give me the big money but at least give me some money and let me try, 'cause I had a bad year, but they don't look at it that way. I even offered them just paying me by what I do and they still wouldn't do it. Maybe it's the best thing because now I get to do something I've always wanted to do, go ride the World Championship. I could go to work for my father-in-law and make good money but that's not what I want. I don't want to make just good money. I want to make a record that nobody's gonna beat. I've already made one ('82 Motocross and Trophy des Nations) but I want to make another one. I want to beat

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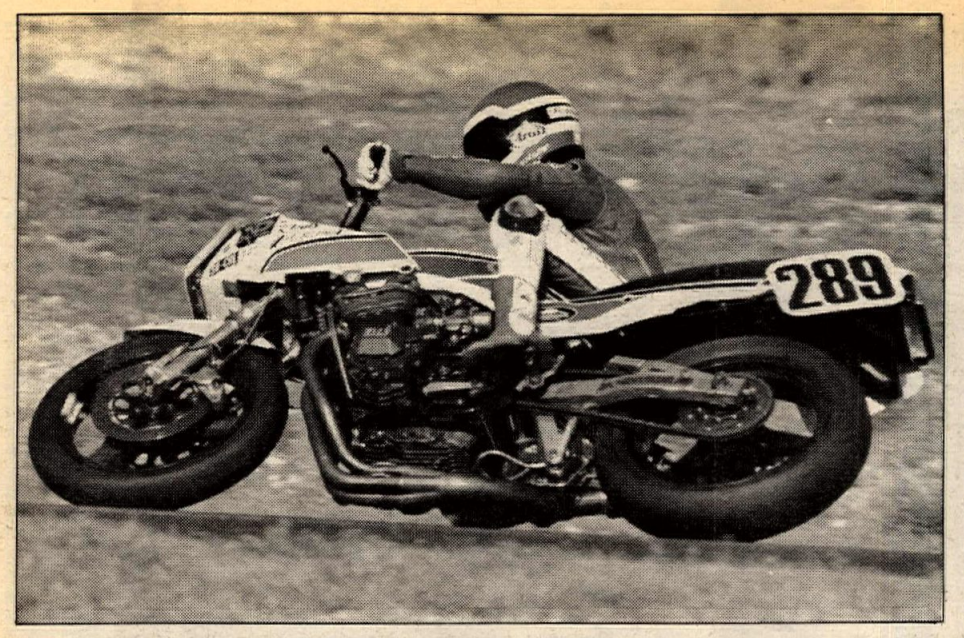
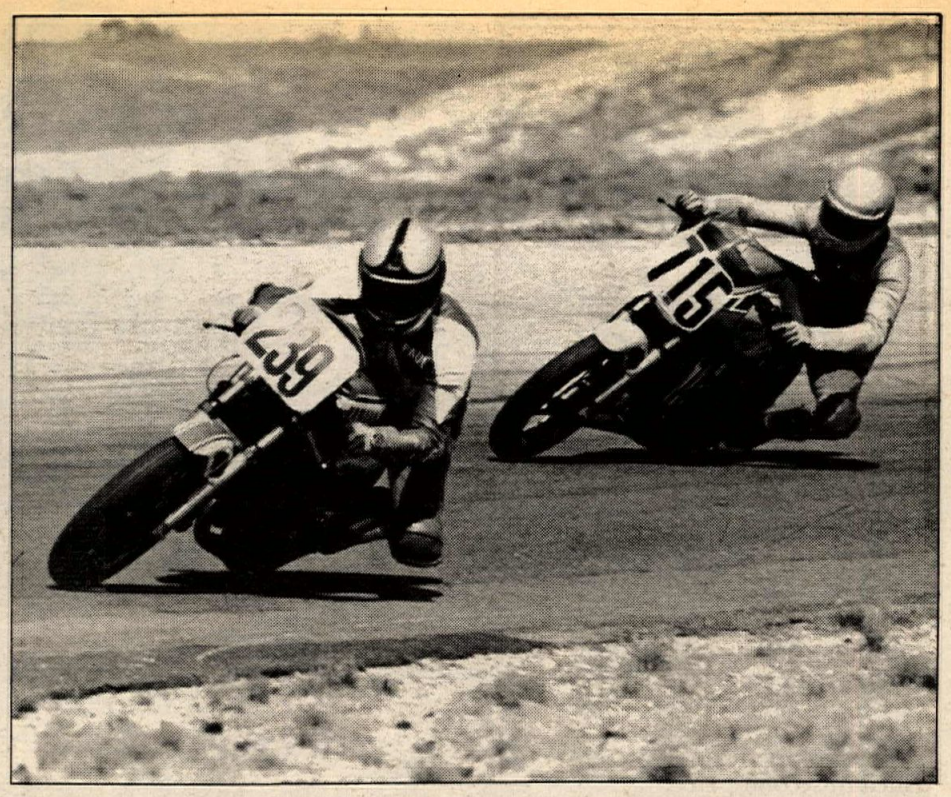


Kevin Schwantz rode to first place in the first AFM/Kerker West Coast Superbike Series event, beating Todd Brubaker and Wes Cooley.



RZ350 Series winner Paul Van Zuyle leads third-place Luis Sarzi early on; Terry Statum (not shown) finished second.

Schwantz beats everybody but Toland at Willow

By J. Dean

ROSAMOND, CA, MAR. 24

"Schwantz is amazing," said Jim Vreeke after the finish of the first round of the Kerker/American Federation of Motorcyclists' Superbike series, which Schwantz won.

Schwantz, gridded at the back of the pack, dumped the clutch at the start of the eight-lap event, killing the motor. "I tried to take off easy to get through the pack and just killed it," said Schwantz. He was able to restart the Yoshimura Suzuki, but not until everyone else was already into turn two. By the end of the second lap, though, Schwantz had moved up to third, passing nearly everyone on the track. Starfire Racing's Todd Brubaker was leading the race, with two-time National Superbike Champion Wes Cooley holding second on a Honda Interceptor rented by the Super Team (from Dave Busby) for Cooley to ride at Daytona.

On the third lap Schwantz came very close to high-siding in uphill turn three, riding with one foot on the ground, motocross-style. "I had both feet off the pegs most of the race," said Schwantz later. But the hard riding paid off — on the next lap Schwantz got around Cooley with a smooth pass in the turn-two sweeper, and then set his sights on Brubaker. On lap five Schwantz passed Brubaker in the same spot — and that was all she wrote. The fans went absolutely wild as Schwantz took his Yoshimura/U.S. Suzuki/N.D./Mikuni/MX Fox/Dunlop/Castrol/Arai/Kushitani/SoCal Gas-sponsored mount to a popular victory with consistent 1:29 lap times. Brubaker ran a good race in second, despite numerous handling problems.

"We just put the forks on last night," said Brubaker, "They're Haslam's from Daytona, and they're just worn out. We also softened the back suspension up right before the race and just didn't have the time to sort everything out."

Cooley, finishing third, had his problems as well. Toward the end of the race, Cooley got completely sideways in turn eight. "I just tried to make up all the time I had lost, all in the one turn, and it started backing itself in," said Cooley. "The bike was still set up stiff for Daytona and both wheels just let go." He saved it, however, and took third, 20 seconds ahead of the battle for fourth between Vreeke and Earl Roloff. Vreeke, on his new Kerker-sponsored FZ750 Yamaha, said "We learned a lot today. The forks are junk and the jetting was still way off. But just wait until we get it dialed. It's got a lot of potential."

The showdown many had been waiting for between 20-year-old Schwantz and 22-year-old local hotshot Doug Toland came down in the 600cc Superstreet match.

Toland rode his FJ600, the bike prepped-to-the-teeth by La Habra Yamaha Service Manager Jim LaBine. Schwantz showed up with a stonestock FJ600 that had run up less than 700 miles on the street before being pressed into racebike duty the night before by Yoshimura R&D of America mechanics Dave Wolman, Don Sakakura, and Keita Kobayashi.

Both Toland and Schwantz were gridded near the back, but Toland got his through the traffic a little easier, and quickly grabbed the lead, with Schwantz right on his tail. By the third lap, they were three seconds ahead of the dice for third between Pete Carroll, Mark Ruffner and Ed Ragle. By the end of the race Toland held a seven-second advantage over the young Texan, Schwantz holding an equal distance over third-place Ragle.

In the 600cc Stock Production Schwantz got a better start after Toland was gridded "eight rows back." Nigel Gale and Carroll shot out front, and Schwantz was within the lead group. "Nigel and Pete were in turn one, I was still coming out of turn nine," said Toland, "and I had all these guys to get through!" Schwantz had taken the lead, and was waiting, he just knew Toland was sneaking up on him. But Toland was still contending with the traffic jam caused by over 40 riders in one race. "I was just about to pass, and Ragle fell right in front of me in turn one," said Toland. But Toland got around Schwantz anyway.

"I tried to get Doug back, but got cut off by some lapped riders," said Schwantz. "I bumped Nitto and hit the hole on the outside of turn five. I thought 'Oh boy, here I go,' I thought I was down."

He wasn't, but he was on Toland's tail. "I kept getting pit signals saying plus zero, then minus zero," said Toland. "I didn't know what was going on." Toland took the win, Schwantz a close second.

Toland proved to be a tough competitor in the 750cc Stock Production as he took his La Habra Yamaha FJ600 to a hard-fought win, beating all the 750s, and all but the top two Open class bikes (ridden by Earl Roloff and Marty Sharpe) after starting in the second wave of a two-wave start. After starting nearly last, Toland picked off riders, sometimes two or three at a time, catching the Open bikes by the fourth lap. In lap six, he saw someone he wanted to ride with — Cooley, who was piloting an FJ1100 Yamaha. "I saw Wes in (turn) eight, and I thought, hey, I can pass him. But I had to go around him on the outside at the beginning of the turn, before the wind caught him and carried him to the outside," said Toland. And that he did, which gave him third overall. "I'm not used to a bike with no ground clearance," said Cooley. "I was riding the bike, rather than riding the track, and you can't go fast that way. I need more time on the bike."

Schwantz won the 600cc Modified Production, over Gale, after being handicapped by a 28th-place starting position. Gale put up a noble effort, but a bad cold affected his balance and timing, and he had to settle for second.

Paul Van Zuyle took his second consecutive victory in the Yamaha RZ350 series on his John Lassak Racing-sponsored machine, putting in fast 1:36 lap times as he led a gang of riders to the flag. Malcolm Hill held a strong second until lap six, when his shift lever broke, forcing him out of the running. Road racer-turned-dirt tracker-turned road racer-again Terry Statum battled his way into second and left behind a dogfight for third between Willy Sarzi, Steve Murray and Ray Straka. Sarzi took a well-deserved third in the money.

Straka and Ray Adams put on a good show in the Over 40 race, in a match that was wheel-to-wheel the entire eight laps. Straka won by a nose.

The Honda 500cc "Miniceptor" series had a suprise winner — Don Biava. With 41 entries it looked to be anyone's race, but with names like Dave Emde and Wes Cooley, no one expected Biava and Chris Grabau to be the leaders. Grabau and Biava went at it ahead of the crowd, Marty Vogel, Joe Solis and Gale fighting over third. Things up front stayed pretty much the same until the last turn of the last lap, when Grabau lost it, crashing unhurt. Biava took the win ahead of Solis and Vogel. Gale and Hill took the last two paying positions. Emde, finishing sixth, said "I didn't know how serious these guys were, I just took my bike right off the street and put it on the track. But I'll be ready next time."

The same sentiment had been expressed many times that day, by many riders. ●

Results

KERKER SUPERBIKE: 1. Kevin Schwantz (Suz); 2. Todd Brubaker (Hon); 3. Wes Cooley (Hon).

600cc SUPERSTREET: 1. Doug Toland (Yam); 2. Kevin Schwantz (Yam); 3. Ed Ragle (Yam).

750cc SUPERSTREET: 1. Todd Brubaker (Hon); 2. Lee Fleming (Hon); 3. Don Biava (Kaw).

OPEN SUPERSTREET: 1. Denny Doherty (Kaw); 2. Jeff Stern (Suz); 3. Doug Myrick (Suz).

600cc STK PROD: 1. Doug Toland (Yam); 2. Kevin Schwantz (Yam); 3. Walt Nitto (Yam).

750cc STK PROD: 1. Doug Toland (Yam); 2. Nigel Gale (Yam); 3. Pete Carroll (Yam).

OPEN STK PROD: 1. Earl Roloff (Kaw); 2. Marty Sharpe (Yam); 3. Doug Myrick (Suz).

HONDA VF500: 1. Don Biava (Hon); 2. Joe Solis (Hon); 3. Marty Vogel (Hon).

RZ350: 1. Paul Van Zuyle (Yam); 2. Terry Statum (Yam); 3. Luis Sarzi (Yam).

600cc MOD PROD: 1. Kevin Schwantz (Yam); 2. Nigel Gale (Yam); 3. Gary Tatsumi (Yam).

750cc MOD PROD: 1. Lee Fleming (Hon); 2. John Harte (Hon); 3. Brett Reichard (Kaw).

OPEN MOD PROD: 1. Earl Roloff (Kaw); 2. Marty Sharpe (Yam); 3. Mike Boyd (Yam).

F-1: 1. Walt Nitto (Kaw); 2. Robert Reinen (Hon); 3. Michael Kane (H-D).

F-2: 1. Dave Sadowski (Hon); 2. Mark Smith (Yam); 3. Brian Hewett (Yam).

OPEN GP: 1. Denny Doherty (Kaw); 2. Jeff Stern (Suz); 3. Edwin Woo (Yam).

450cc MOD PROD: 1. Blaine Ida (Yam); 2. Steve Fleming (Yam); 3. Stephan Wickland (Hon).

250cc MOD PROD: 1. Rye Hefley (Hon); 2. Terry Yarger (yam); 3. Terry Deems (Yam).

OPEN TWINS: 1. Mick Ofield (Nor); 2. Simon Smith (Duc); 3. Mike Reynolds (Yam).

750cc TWINS: 1. Fred Eiker (Nor); 2. Michael Johnson (Yam); 3. Stephan Wickland (Hon).

SINGLES: 1. Mike Kane (H-D); 2. Robert Wilson (Hon).

OVER 40: 1. Ray Adams (Hon); 2. Ray Straka (Yam); 3. Randy Redmond (Hon).

SIDECARS: 1. Slocum/Hardwick (Kaw); 2. Ramirez/Breede; 3. Wilson/Taylor (Kaw).

TEN YEARS AGO

Whitney Blakeslee took the checkered flag in the 250cc GP class in AFM road racing held at Ontario Raceway in California. "Good times, that's the most important thing," observed Blakeslee with a giant ear-to-ear grin after the finish, "... it wasn't a star-studded field." **Bob Endicott** broke his chain on the warm-up lap, and AFM number one **Rudy Galindo** seized his engine in turn one of the first lap, leaving Blakeslee with no serious competition. **Wes Cooley** finished in second place.

The cover date for Volume XII Number 12 of *Cycle News* was April 1, 1975, and the editors indulged in some minor lunacy for April Fool's Day. A full-color centerfold (of a *very* naked Harley-Davidson 250SX) was featured, along with a very peculiar illustrated history of motorcycle helmets. The letters column and several other features were similarly affected.

Papa Wealy pointed out that such industry notables as **David Shaw, Dale Boller, Gil Brown, Tom Culp, Ed Youngblood, Don Woods, Dave Swift, Dave Schoonmaker, Terry Pratt, John Huetter** and a bunch of others all served time as *Cycle News* trainees.

Cycle News East predicted that Dick Mann would win the 1975 Daytona 200, and published a preview issue with a full-color picture of Mann in Daytona's winner's circle on the front cover. Of course, the issue went on sale moments after the conclusion of the race — and caused more than a bit of confusion.

The British papers reported that Harley-Davidson spent over $250,000 during a 12-month period to develop a new 750cc road racer at their Varese, Italy facility.

A few interesting bikes turned up for sale in the classified: '53 and '56 Matchless 500cc singles, $200 for the pair, a '55 BSA Goldstar Catalina Scrambler with spares for $375, a "perfect" '36 Manx Norton for $900, and a '56 Norton 99 Domiracer for $600.

Eddie Lawson finished second behind **Mike Tidwell** in the 100-125cc Am/Ex class in TT racing at Corona Raceway in Corona, California. Lawson came back to beat Tidwell in the same class on the half-mile.

Terry Tiernan, vice-president and general-manager of Yamaha International Corporation, resigned his position along with other Yamaha execs **Jerry Bartlett** and **Bill Mason.** The trio was reported to be joining the Norton Triumph Corporation, to serve in top management positions. Tiernan told *Cycle News* that "I've been at Yamaha for a long time, and Norton/Triumph has promised me a free hand at the factory. I happen to believe that the day of the four-stroke single is returning." ●

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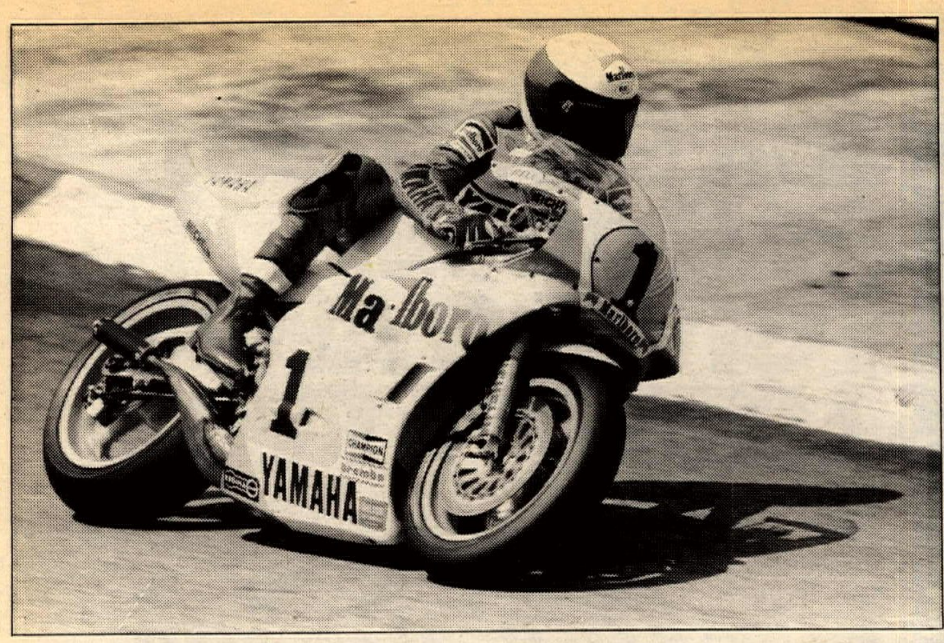
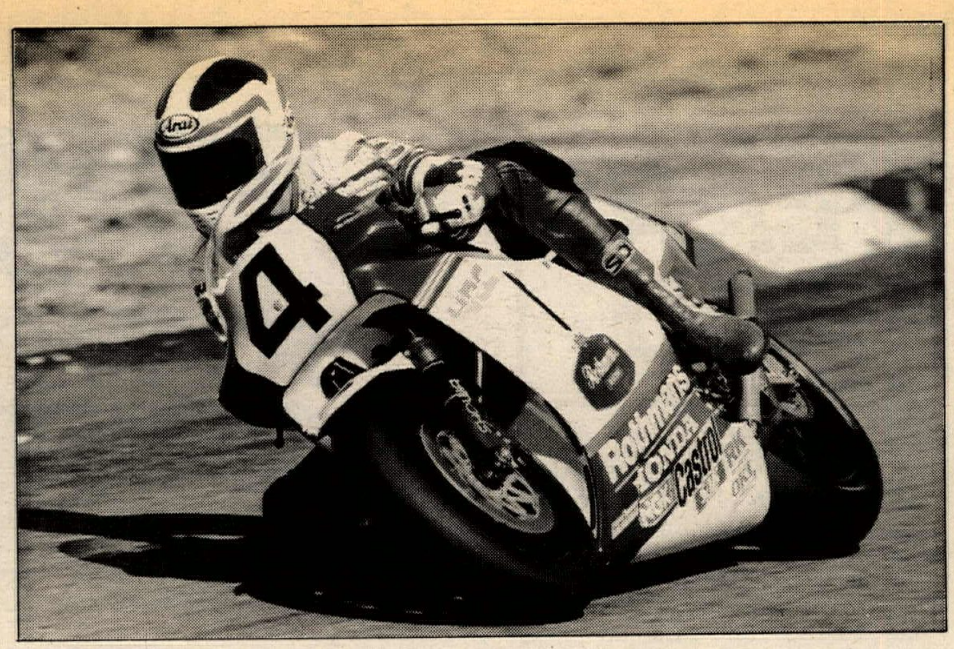
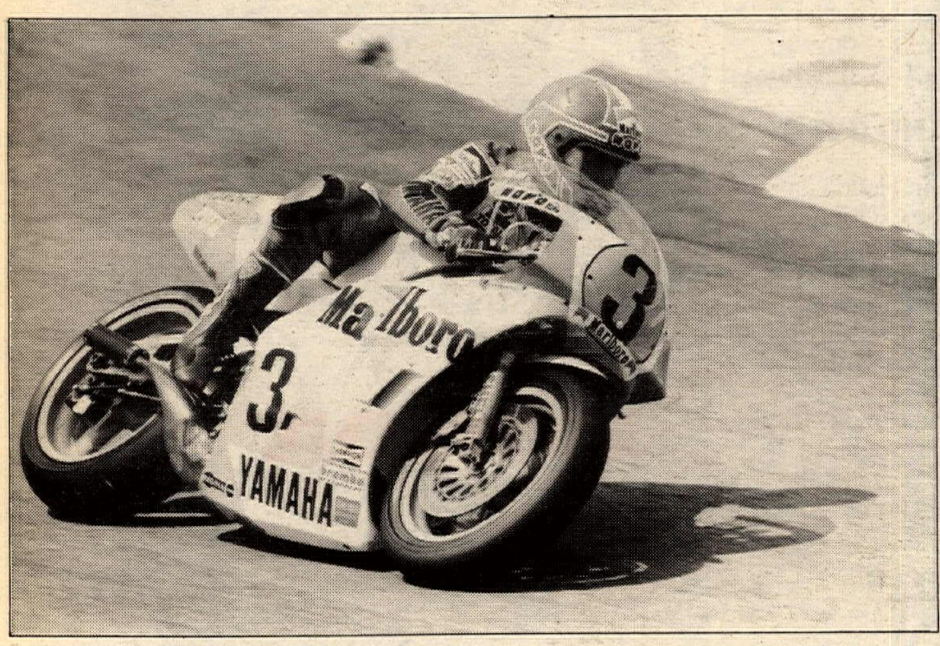


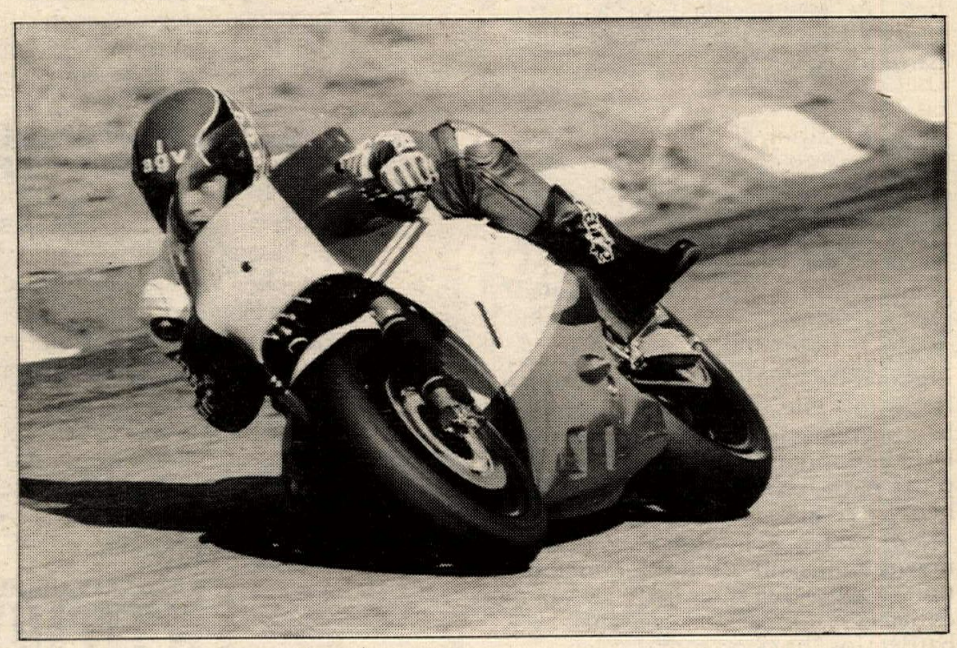
Team Marlboro, on Yamahas: World Champion Eddie Lawson (above) and Frenchman Raymond Roche (below), both on new V-4s.



Team Rothmans, on Hondas: 1983 World Champion Freddie Spencer (above) on the V-4, and new teammate Randy Mamola (below) on the V-3.

PHOTOS BY PETER CLIFFORD, COLIN WATLING AND HENNY RAY ABRAMS





Season Preview

1985 World Championship Road Racing

By Peter Clifford

For more than two years now no other anthem but the Star Spangled Banner has played after a 500cc World Champion Grand Prix. Eddie Lawson, Kenny Roberts, Freddie Spencer and Randy Mamola have shared the last 26 races between them since Takazumi Katayama won the Swedish GP in 1982. That situation may continue through the coming season but there are strong European challengers. Americans are still going to capture a big proportion of the spoils with Lawson, Mamola and Spencer firm favorites to fight out the championship between them. They also have the support of Mike Baldwin who has bought the RS500 Hondas he raced last year to win the U.S. Formula One Championship and who will compete in the full GP series for the first time.

Sorting things out more definitely than that, though, is fraught. After the 1984 season we should have learned that World Championship crystal-ball gazing is an almost impossible proposition. This time last year things looked clear enough. King Kenny had retired and World Champion Freddie Spencer was already being pencilled in by many for his second crown. None of the opposition looked poised to take Spencer on. Randy Mamola wore the number three plate but he didn't even have a bike to ride at the start of the season and missed the first two races. Eddie Lawson, who had been fourth in his first full GP season, was Yamaha's number one but he had rarely challenged Spencer during the previous year.

The first Grand Prix in South Africa turned the crystal ball upside down and when the rain clouds had cleared, Lawson was the convincing victor and Spencer was out of action with a damaged ankle. For the rest of the season Lawson continued to do everything that was required of him while Spencer was alternately brilliant or out of luck, crashing twice more and leaving Mamola and French rising star Raymond Roche to pick up second and third in the championship behind Lawson.

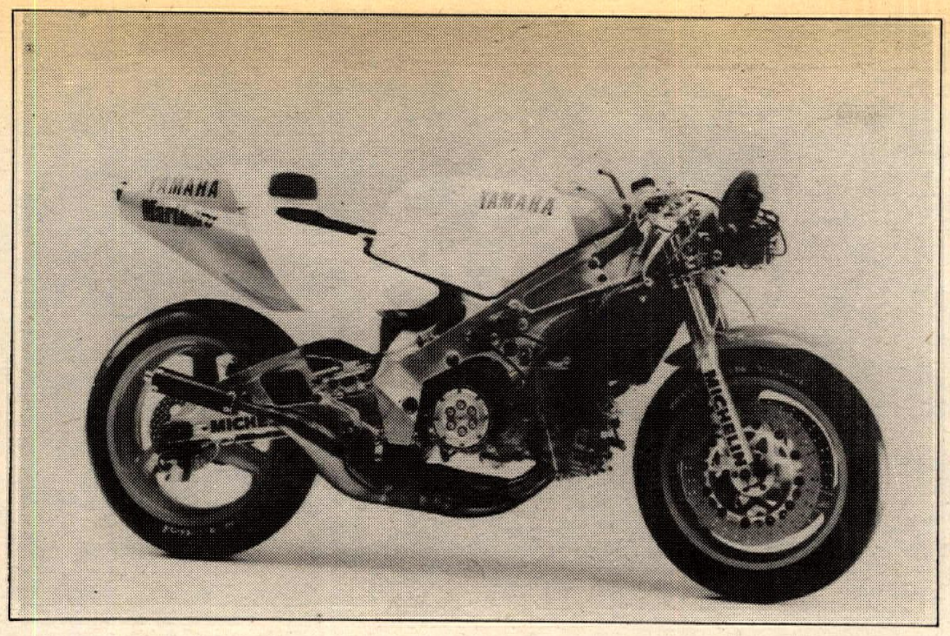
Last year may have been more troubled for Spencer than anyone could have envisioned but this year his difficulties are all too clear; his number one problem is Lawson. He has another year of experience and the support of a first-class machine in the V-four Yamaha, which should be even better than it was last season, plus the assistance of Raymond Roche. Yamaha's new signing is capable of doing everything required of him including win Grands Prix or even the World Championship.

Spencer is not in such a happy position when it comes to machinery: The V-four that made its debut in the Daytona 200 last year did not prove to be the great GP weapon that Honda hoped. It was a good deal more difficult to ride than the Championship-winning V-three of 1983 and that caused Spencer to swap back to the triple for two of his five championship wins.

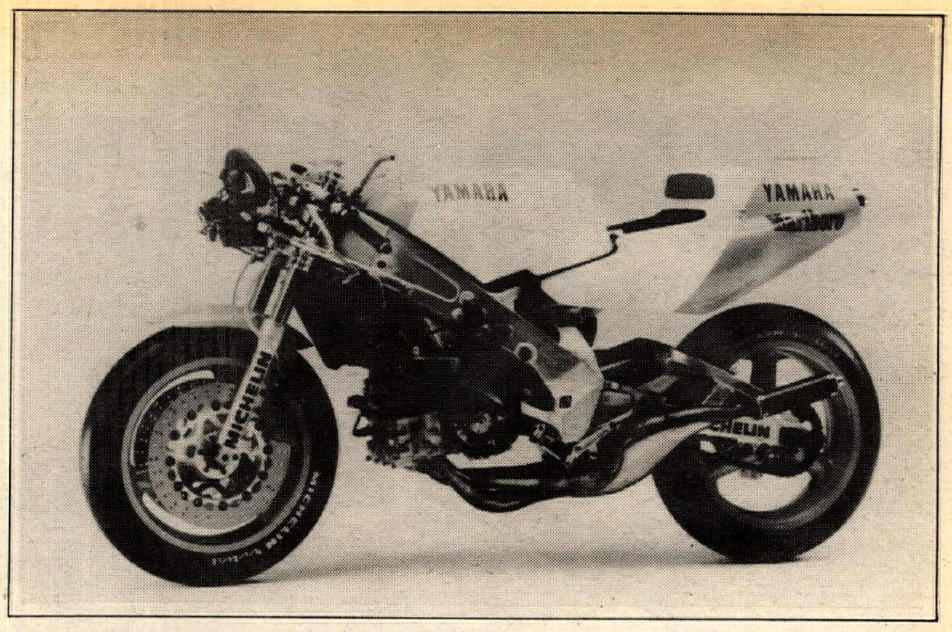
After a winter's development the V-four, now Rothmans sponsored for the first time, will be different for 1985. How different only the factory knows to date; Honda is well capable of building a completely-different engine as they did several times with the four-stroke NR500 project. An entirely-new engine seems unlikely though, because that would provide another set of unknowns. Yet according to press kits released at Daytona, the 499cc water-cooled V-4 two-stroke has been redesigned to make it a more compact unit; it features, as it did in 1984, Honda's ATAC exhaust system and crankcase reed valve induction.

Spencer was not convinced that the under-engine fuel tank used last year was an advantage. In theory the low center of gravity it provided should have made the bike easier to change direction but it has been suggested that placing the mass of fuel so far from the rider's weight created more problems than it solved. In December 1983 tests in Australia when the four was first tried, a conventional twin-loop aluminum frame was used alongside the eventual choice which Honda called the double diamond.

So this year's bike has a far more conventionally-arranged frame very



Yamaha's 1985 YZR500 has been refined and improved to reduce engine vibration, broaden the powerband, improve cooling and reduce weight.



Specific changes to the YZR500 include new carburetion, a stronger frame, new forks and swingarm and changes in weight distribution.

similar to that used on the three, with the gas tank in the usual position. That makes sense in that the triple has been so successful and some of the information acquired from the NS500 was used to develop the NSR.

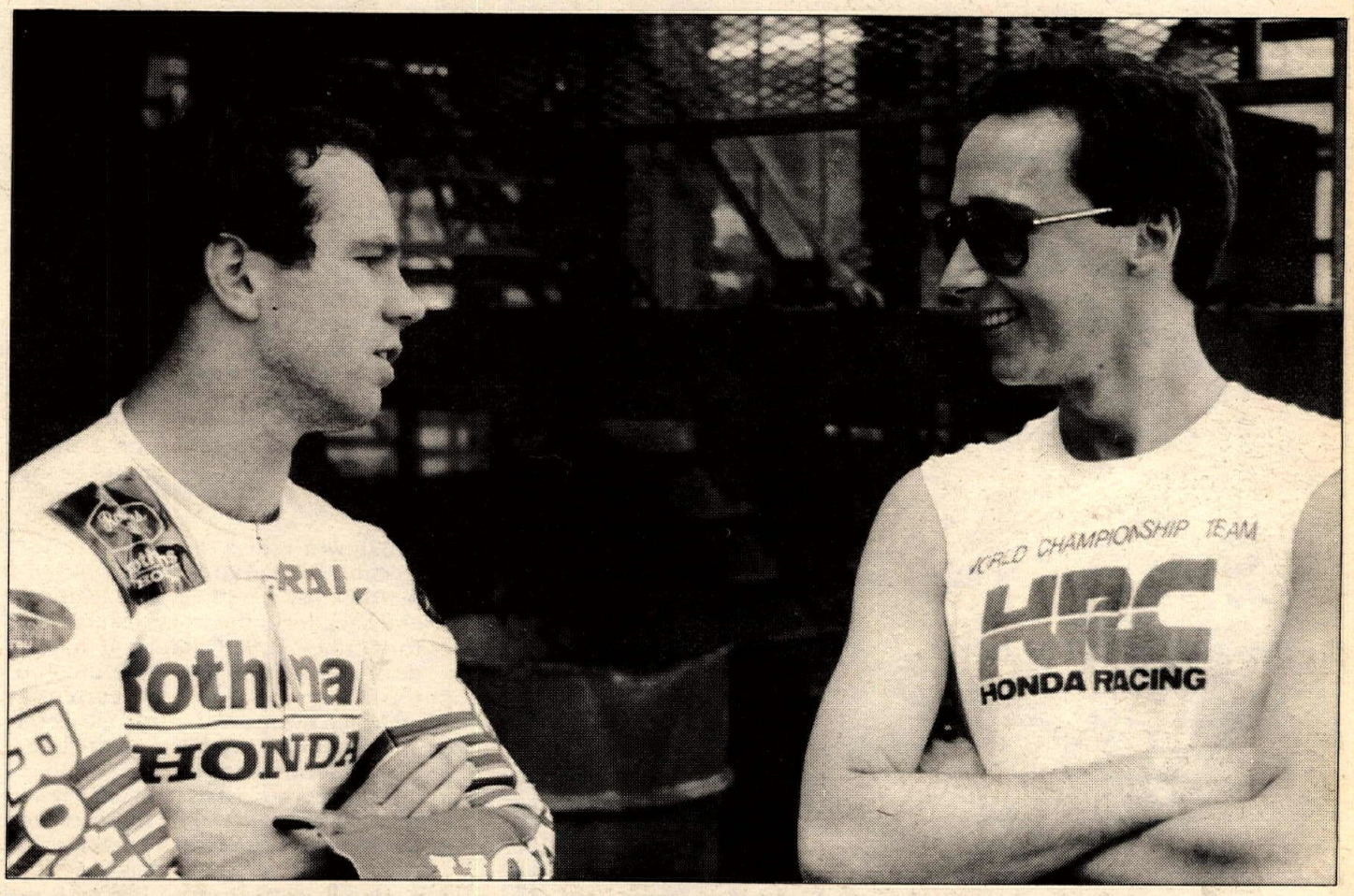
Another area of change with the four is in the cooling and air intake system. The four ran 50° F hotter than the threes, perhaps because the ducting system for cooling and intake air was complex and too restrictive. The V-four Yamaha has its carbs facing forward, easily supplied by cool, fresh air. The Honda has its carbs behind the cylinders and they must be fed 'round the engine. Putting the pipes back under the engine would help keep the airbox cool.

No matter what it does, Honda may run up against the problem that the NS500 triple is a very hard machine to improve on. Yamaha has battled for three years with their V-fours, always finding that the Honda three was such a well-balanced machine that it was hard to beat. Honda had to admit last year that their four was not as good and the same may be true in '85, the extra power being more of an embarrassment than an advantage. As Spencer said after this winter's tests in Australia, "We will have to wait until the South African Grand Prix to find out."

There seems no reason for Yamaha to make major changes to their machine, although there were some carburetion troubles that caused particular problems at Paul Ricard and, of course, the rear wheel traction difficulties that cost Lawson in Yugoslavia and Belgium. The shorter swingarm that Kenny Roberts first used at Laguna Seca improved things but that area still requires attention in conjunction with tire development. It seems that Yamaha has switched to Michelin tires after using Dunlops for the last four years. In theory that puts them on a par with Honda and Suzuki who have been using the French tires. There are likely to be arguments, though, as one team seems to get better treatment than the other because the same tires will never suit all the machines and riders.

Yamaha may also have to revise their steering geometry because, although both Yamaha and Honda have been heading in the direction of 17-inch front tires the Michelin 17s have very short sidewalls and have a rolling diameter more like the 16s which have been used so successfully by the Michelin-shod Hondas and Suzukis in recent years. The 17-inch Dunlop that Lawson used in 1984 was narrower and had a larger diameter than any 16.

There will be a third works Yamaha run in the Sonauto Gauloises colors



Now teammates sponsored by Rothmans: Americans Randy Mamola (left) and Freddie Spencer.

for 250cc World Champion Christian Sarron. The Frenchman has raced 500s before, in '79, '80 and '81 but although he has always preferred the bigger-capacity machines and was runner-up in the 1977 Formula 750 Championship, he never had much luck on a 500. He crashed more often than was prudent but Sarron says three seasons' more experience have made all the difference and he obviously wants to add the 500 class to his 250 crown.

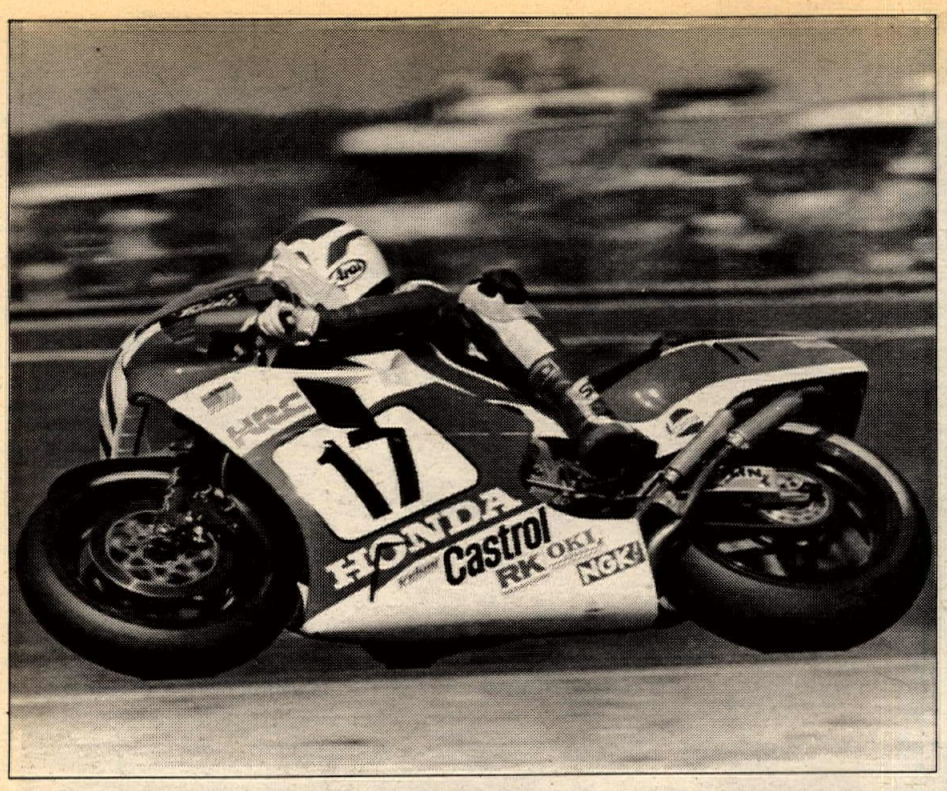
Though Sarron and Roche are both riding Yamahas, Lawson cannot expect them to follow team orders. For the first half of the season at least it will be every man for himself and while it might take Sarron a while to attune himself to the 500 — which he has already tested in Japan — Roche will be eager to get stuck in from the word go. He still has to win his first GP after finishing second four times in '84 and I cannot see him holding back in South Africa. Lawson, though, is happy to see him replacing Virginio Ferrari. "I couldn't wish for anyone better to have as a teammate. Of all the guys available, Roche is the one I would have chosen if the decision was mine alone. It will be great to have someone in the team who can help and support me and who is also capable of winning races."

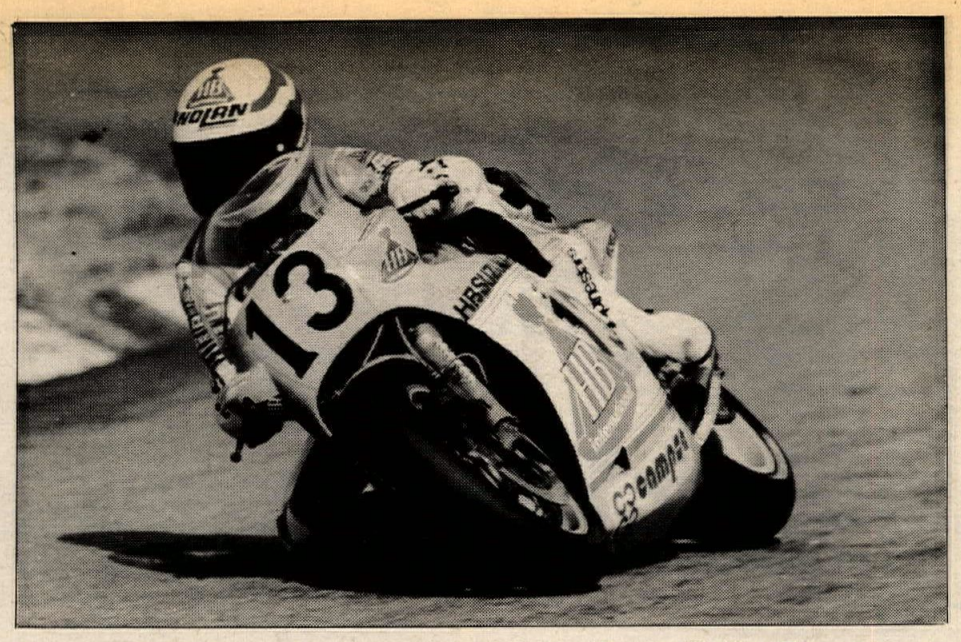
The cynic might suggest that Lawson is happy to see the fiery Frenchman in his own team rather than have to clash fairings with him again. The Californian's reserved riding through most of '84 made him stay clear of Roche's spectacular outbraking maneuvers. He backed off to let Roche and Mamola battle it out between them at Assen but stuck to his guns at Anderstorp when last-lap braking took Roche off the track.

Roche's only crash was in practice, though, and very few of the top 500 men fall to earth — Spencer's accidents were most surprising. He cannot afford another season like that and Mamola will be less inclined to play the dutiful teammate as he did in '84 when he cruised the last lap in Austria to let Spencer take second. Conceivably that could have cost him the championship at the end of the day and after finishing second in the championship three times Mamola will be taking every point, no matter who from. He joins Spencer in the Rothman's Honda colors as does ex-350 champion Takazumi Katayama, who missed most of '84 thanks to an end-of-season injury in 1983. Mamola gets an uprated NS500 triple although if things go the way they did last year he might take up an offer to ride the four as he did last year to win the British GP. One change in the Mamola team is the loss of New Zealander Mike Sinclair who goes back to Suzuki and the arrival of ex-Rhodesian Nobby Clarke who spent a trying year with Cagiva after leaving Yamaha where he had been an important part of the Roberts' dominance.

Alongside Mamola on the works triples are Britain's Ron Haslam, Australian Wayne Gardner and Belgian Didier de Radigues. Like Mamola they were all to have found their own sponsorship money to run the works bikes. As the beginning of the season approached, things looked bad for Gardner and Haslam who needed big money to run their bikes. They were rescued by a sponsorship deal between Rothmans in Britain and Honda Britain which provided enough money for both the GP squad and a home F-1 team. Mamola was adopted into the Japanese factory Rothmans Honda team over a month after the announcement of the Spencer-Katayama squad.

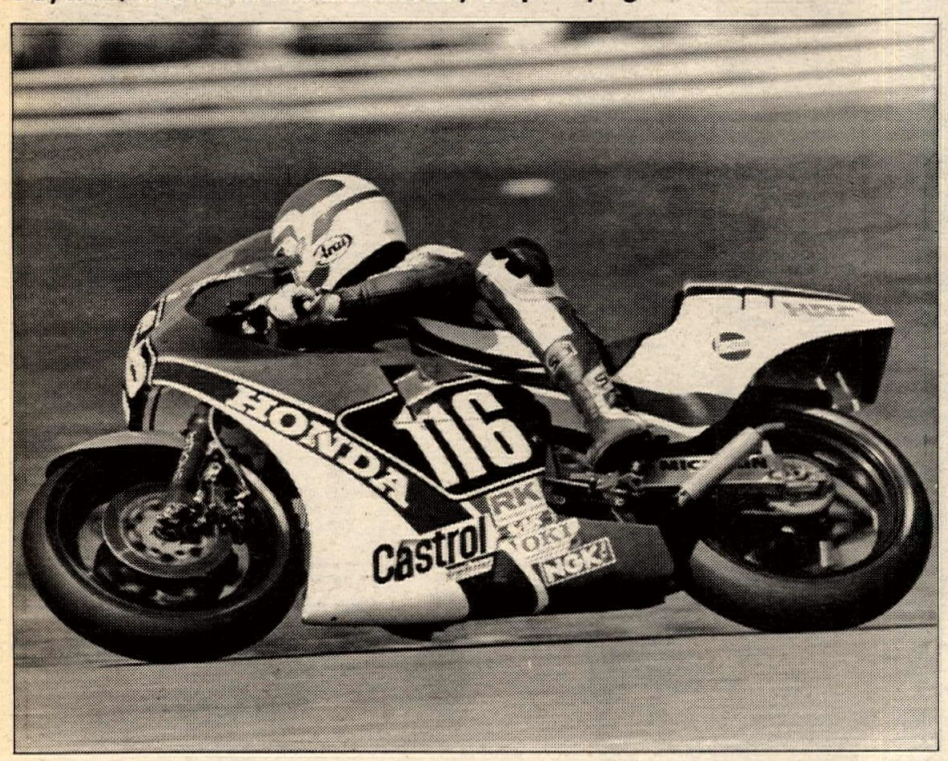
Finding sponsorship was easiest for de Radigues who had the French oil company Elf eager to write the check. With the money already in the





Former World Champion Franco Uncini rides for the Gallina Team, sponsored by HB on a new Suzuki with an aluminum-spar frame.

Freddie Spencer, shown on his NSR500 (above) and NS250R (below) at Daytona, was fastest in the first day of qualifying in South Africa.



bank he got to test the bikes with Spencer in Australia at the end of '84. Having won four Grands Prix and finishing second and third in the Championships on the 250cc and 350cc Chevalliers, de Radigues had a frustrating '84 season on the 500cc Honda with new French-built chassis parts. He only scored in four races although he led the South African GP for a while before finishing fourth. He has the talent to be World Champion but probably needs another year's experience in the 500cc class.

Also looking for experience is Wayne Gardner, but the 25-year-old who finished seventh after only half a season in '84 has already stated that he is looking for a third or fourth in the championship prior to winning the title in '86. You cannot argue with a confident man and certainly Gardner was impressive in his first year, capping it with a third in Sweden and seventh in the championship. He has already won most of the series he has attempted while riding for Honda Britain and last season claimed the British 500cc and Formula One titles before flying home to Australia to win the Swann International Series.

Less outspoken is Ron Haslam, the 28-year-old who has finished eighth and fifth in his two championship years as a member of the Honda team. He still has to win a Grand Prix and has found that his different riding style causes problems with the tires and suspension compared with his teammates. Thus slightly overshadowed by Roche and Mamola last year, he only needs to find a fraction extra to be a real threat.

Although '83 and '84 were very much battles between Honda and Yamaha, Suzuki dominated in '81 and '82. This season could see a revival of their fortunes as there are two experienced teams running works Suzuki engines. 1982 World Champion Franco Uncini will again head the Gallina Team and the Italian engineers have been developing the beautifully-crafted twin-spar frame under the guidance of Gallina and ex-Bimota man Massimo Tamburini. Suzuki have come up with a more powerful version of their long-running square-four rotary valve engine.

Uncini has been joined by Spaniard Sito Pons, the ex-250cc star who won the Spanish Grand Prix on the Kobas last season. Pons replaces Swiss Sergio Pellandini who will race the new Jorg Muller rotary-valve 250cc Parisienne with Jacques Cornu.

There is also British Heron Suzuki team rider Rob McElnea, who made a superb Championship debut last season, qualifying fourth in Austria and third in Germany. He finished fifth at the first but fell off in the second when his inexperience let him go too fast too soon.

He will be riding a new version of the slab-sided Heron Project 500 that was both tested and raced successfully in '84. That frame was made from aluminum sheet and honeycomb composite but since then a carbon-fiber version has been built. The team also gets the latest Suzuki engine, reportedly with a new variation on the electronically controlled exhaust chamber that has been tested but little used over the last two years.

There seems little chance of any non-works riders having a major effect on the result of the 500cc Championship. Dutchman Boet van Dulmen was eighth last season on a Suzuki and might well gain a similar position this year on his new over-the-counter RS500 Honda. In a wet race, though, he could well win and perhaps be the first to break the American stranglehold.

Baldwin is also racing as a privateer and will be hard-pressed to compete against the superior machinery and backing of the works teams. The four-times U.S. Champion had a demonstration of just how fast the top GP men and machines currently are when he finished third to Roberts and Mamola in both legs of the Laguna Seca International last season.

The 250cc class is very different, though, and the dividing line between works rider and privateer much less-well-defined. Yamaha has lost the Kenny Roberts team of Wayne Rainey and Alan Carter because Marlboro pulled out their sponsorship money. Having won the last three 250cc titles, Yamaha has done its best to hang on to the class by making some special works engines for '83 champion Carlos Lavado and West German Martin Wimmer. These are based on the 56 x 50.6mm parallel twin engines that have been the mainstay for most competitors in recent years, but with more power. Wimmer tested the new bike in Japan over the winter and is hopeful that it is good enough to stave off the increasingly-determined opposition.

The greatest threats come from the Rotax and Honda powerplants. For the first time Honda is running a works two-stroke team. According to a press release from team sponsor Rothmans, Freddie Spencer's works bike is derived from the RS250 racer that anyone can buy — a 249cc water-cooled V-twin with a combination of Honda's ATAC exhaust system with reed-valve induction, housed in an twin-tube aluminum frame. And speculation among those who managed to catch a glimpse of the engine despite measures by Honda to keep Spencer's 250 from any scrutiny was that the top end was different than stock, on the same crankcases as the for-sale RS250R V-twin.

At any rate, the Honda works racer is far superior to the buy-it-yourself models, and after Daytona Spencer said that he'd race the entire 250cc World Championship series in an effort to win both the 500cc and 250cc titles. If he does it, he'll win Honda's first 250cc championship since Mike Hailwood won in 1967.

Joining Spencer on works Hondas is four-times World Champion Toni Mang of West Germany. He rides the Honda for the first time in his own privately run team and will be backed up by Japanese Terau Fukuda and Fausto Ricci, winner of his 1984 home country GP in Italy.

Though the Honda is something of an unknown quantity, the Rotax powered Massa Real of Manfred Herweh is a well-measured threat. He finished second to Sarron last season and won four Grands Prix, one more than his next opponent. Many said he had the fastest machine in the class and that only crashes in Austria and Britain stopped him from winning the title.

The West German might be a good bet for the championship but in a class where the winner of any race could be one of 20 or more riders on the grid, seeing the future is quite impossible.

Someone who might well upset things in the 250cc class is Angel Nieto, who rides the new 250 Garelli with Maurizio Vitali. The Spaniard has won the last four 125cc titles as part of his 13-championship total and his move up in capacity leaves the 125s wide open. The 80cc class should also be heating up in its second year and Stefan Dorflinger may not find it easy to stay ahead on the Krauser.

That same sponsor — Krauser — will be a major feature of the sidecar class yet again and deposed champions Rolf Biland and Kurt Waltisperg are due to use his new engine, which uses some parts from the long-serving Yamaha powerplant but is designed to be more reliable and powerful. If it suffers from any teething troubles Egbert Streuer and Bernard Schnieders will be likely to retain their titles even if Alain Michel, Werner Schwarzel, Derek Jones and their crews have other ideas.

Don't bother to compare these observations with what actually happens through the season. There is no script for the 12 races that anyone can preview and even the most well-thought-out team plans can be torn up at the first Grand Prix. Redrawing the map as the war unfolds is the test of good riders and team managers, and trying to take a look over their shoulders as they do it is what makes following the championship trail so fascinating. •

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It looks like the Can-Am lion is going to leave March the way it came in. And roar through April as well. Stay tuned.

MARCH	EVENT	MARTIN	BALLARD
3	Nat'l Hare Scramble Lake Wales, FL	2nd *	1st **
7	Alligator Enduro Daytona, FL	1st *	
8	Hare Scramble Ormond Beach, FL		1st **
10	SETRA Enduro Okala, FL		1st **
17	Nat'l Hare Scramble Olympia, WA	4th **	1st **

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PHOTOS BY LEN WEED

Scott Head, now riding a single shock Beta, easily won the Expert class at the St. Patrick's Day trial with 39 points to spare.

(Left) Scott Annand rode a new Honda RTL250S single shocker to an eighth in the Experts, while Oli Thordarson (right) finished third.

ATA Observed Trials

Head's up at St. Patrick's Day trial

By Len Weed

TEXAS CANYON, CA, MAR. 7

A 700-mile drive, a weekend away from calculus, and a shot at a year's possession of V.O.T.E.'s perpetual St. Patrick's Day trophy were the factors National Champion Scott Head weighed before motoring south to get reacquainted with some familiar terrain and former clubmates. Head wasn't challenged as he dropped just 37 marks, 39 less than runner-up Dave Webster (Yam).

Head's appearance was his first in southern California on his new Beta monoshock. He remains with his sponsor, Cosmopolitan Motors, but is now off the 242cc Montesa that carried him to five National victories last year. Head used the event to test a couple of modifications and served as a tuneup for the National series which opens April 13 in Texas.

Another NoCal ace, Kip Webb, National number five, did not make the trip. Also missing were SoCal's top two Experts last year — Michael Lauxen and John Robertson. Robertson used his winning share of El Trial de Espana funds to ride the first three rounds of the world series. Local Expert Mark Oldar joined Robertson for the trip overseas. Montesa importer Larry Wise of Cosmopolitan Motors arranged for the two to visit the factory in Spain, purchase bikes, and travel with world team riders Andreu Cordina and Diego Bosis. Lauxen flew over to ride the English round on an Armstrong.

The St. Patrick's trial, traditionally a long-loop tough-section two-day, was modified last year to a shorter, easier one-day event. Despite the change, only 50 starters appeared. This list included 23 Experts and Amateurs. Event coordinator Reynold Hicklin laid out a medium-length, varied-terrain, 14-section loop over the canyons and gullies of the Rowher Flat/Texas Canyon area. Beginners rode two loops, all others three.

For the first time in years the event actually fell on St. Patrick's Day, but that coincidence failed to bring the luck of the Irish to the competitors without Off-Road Vehicle registration. Those minus green stickies found themselves minus some spending green after inspections by Forest Service (for spark arrestors) and Los Angeles Sheriff's Department representatives at the entrance to the riding area.

Club members involved in section and loop setup mentioned that the area had taken on an "who let the inmates loose" atmosphere the weeks preceeding the event. This was attributed to the recent closing of Indian Dunes.

According to Sergeant Reddy of the Los Angeles Sheriff's Department, the event was not specifically targeted. The sergeant stated that numerous complaints about rowdy riding, noise, trespassing, and gun violations were responsible for the registration inspection. He mentioned the closing of Indian Dunes as a probable contributor to the increase in complaints by area residents. He did admit that nothing was being done directly to combat the complaints — the appearance of the sheriffs was expected to act as indirect persuasion. Sergeant Reddy stated that riders who obey the green stickie law are generally not the people who create the problems.

It is a sad irony that trials enthusiasts, certainly the quietest and generally among the most well-behaved of off-road riders, were delayed or penalized as an "answer" to a situation they did not create. The effort of the V.O.T.E. club in the early '70s, in both hand-cutting many trails and developing an ongoing relationship with the Forest Service, contributed to opening the area for general riding.

Expert competition saw a once familiar face back on the pegs. Former V.O.T.E. member Mike Griffitts made a rare appearance. Griffitts prepared for the event by going sailing and rolling his bike into and out of his van. A decade ago, only the brilliance of Marland Whaley and Bernie Schreiber deprived Griffitts of SoCal number one — he ranked fifth in the U.S. in for third-place Expert behind Head 1977 U.S. World round in Michigan still leaves him ranked fourth in career FIM points behind Schreiber, Whaley, and Don Sweet. Griffitts rode well but was forced to retire because of poison oak sensitivity.

Oli Thordarson (Beach Yamaha) edged Kevin Norton (Yam) on cleans for third place Expert behind Head and Webster. Thordarson had eight cleans, second only to Head's 14. Norton has expanded his trials activities to the pedal variety. He's been setting up demonstrations and competitions at mountain bicycle events. He reports enthusiastic response and hopes to bring the trials demonstrations to bicycle motocross.

Matt Pritchard captured fifth place, 18 markers behind. Expert competition also saw the National debut of the new Honda RTL250S monoshock. Scott Annand received the bike two days before the trials. It's basically the same bike used by all of Honda's world riders except World Champion Eddy Lejeune who has a new 360cc single-shocker. The bike obviously agrees with new team-rider Steve Saunders. The British Champion scored a second and two thirds in the first three rounds. The bike is not being imported by Honda, but is available from Bay Area Cycle Center in Los Angeles.

Derreck Bernard (Burbank Yamaha) dominated Amateur action. His 43 topped Rick Spruell by 25 points. Derreck managed 16 of the 28 cleans posted by the class. Clive Hannon scored a 96 to edge Senior Gary Conrad by four. Tim Walker took fifth as six of the 12 starters DNF.

Kaz Okuda topped Michael Ruth by one point in the Novice class. Gary Anderson was another three markers behind. Joe Fasola topped Bill Hannon on ones for fourth. David Whittle scored a two-point victory over Steve Thorp as he dropped 19 in the Novice class.

Senior Beginner Al Moss edged Bob Soltys by two as Nels Miller took third. In Senior Novice, Boyd Bernard (Burbank Yamaha) made it a father/son sweep by topping Duane Stone by 26. •

Results

EX: 1. Scott Head (37); 2. Dave Webster (76); 3. Olie Thordarson (80); 4. Kevin Norton (80); 5. Matt Pritchard (98); 6. Bim Miller (103); 7. Sonny Baskin (110); 8. Scott Annand (115); 9. Keith McLaughlin (119); 10. Dan Dixon (147).

AM: 1. Derreck Bernard (43); 2. Rick Spruell (68); 3. Clive Hannon (96); 4. Gary Conrad (100); 5. Tim Walker (106); 6. Chris McHugh (122).

NOV: 1. Kaz Okuda (22); 2. Michael Ruth (23); 3. Gary Anderson (26); 4. Joe Fasola (27); 5. Bill Hannon (27); 6. L. Theobald (30); 7. Neil MacDonnell (35); 8. Kevin Morris (37); 9. Rick Yelkin (40); 10. David Dvidson (46); 11. Mike St. John (55); 12. Jay Anderson (68); 13. Charles Lamb (69).

BEG: 1. David Whittle (19); 2. Steve Thorp (21); 3. Dean White (44); 4. Glen Atkins (48).

SR BEG: 1. Al Moss (37); 2. Bob Soltys (39); 3. Nels Miller (44); 4. Clem Shrank (45); 5. Jack Volder (56).

SR NOV: 1. (TIE) Duane Stone/Boyd Bernard (23); 3. Duane Stone (49).

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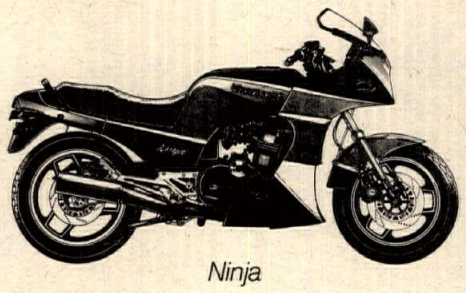
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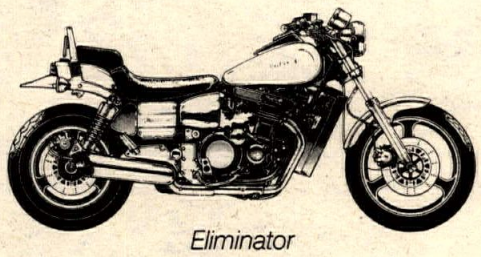
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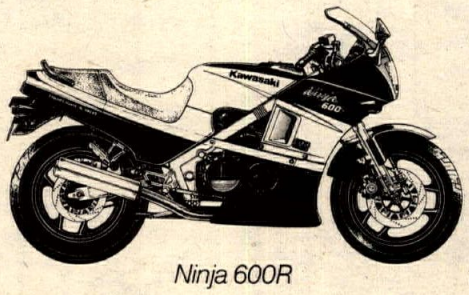
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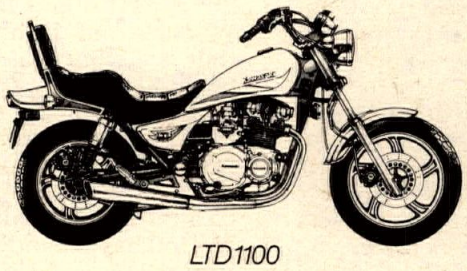
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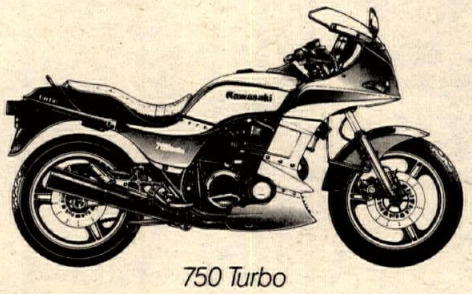
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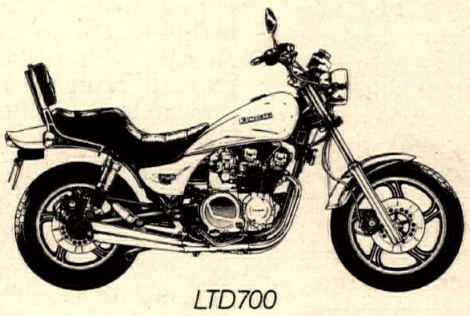
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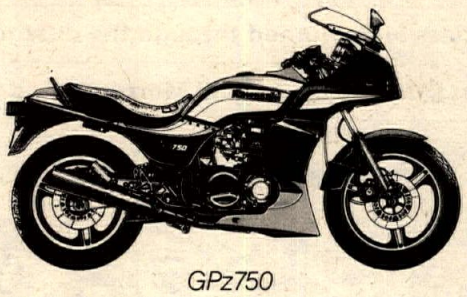
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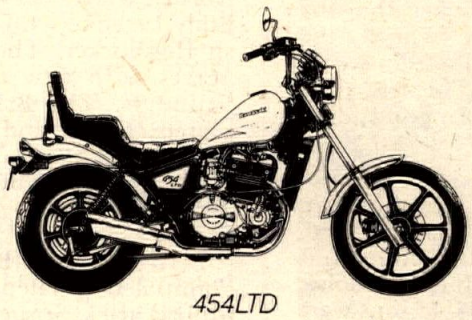
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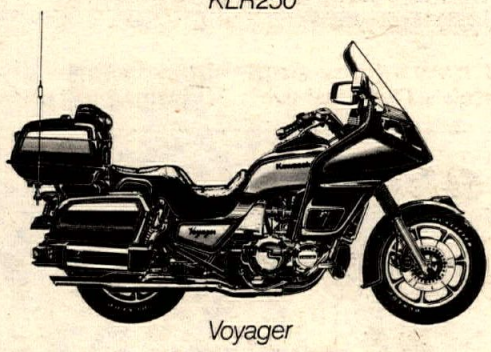
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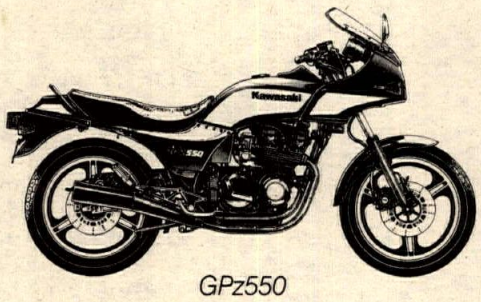
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Hare Scrambles

Ballard wins in Daytona

Geoff Ballard grabbed the lead off the start of the AA class and churned through the dust to the overall win.

William Herrman (6C), Donald Morrow (202) and Robert Duncanson (behind Morrow) head the 125cc C charge.

By Tom Kolnowski

ORMOND BEACH, FL, MAR. 8

Can-Am's Geoff Ballard held Husqvarna's Fritz Kadlec in check through every inch of five dusty laps at the Daytona Sportsman Hare Scrambles to claim his second overall

win in less than a week. Australian Ballard, winner of the March 3 River Ranch National Championship Hare Scrambles in Lake Wales, Florida, gambled on the final lap of the race and decided not to stop for fuel. Kadlec, running seconds behind, made a quick fuel stop, but was unable to make up the lost time. Ballard cruised home for the win and had less than a tea cup of fuel left in his tank as he crossed the finish line.

"I managed to get away from Fritz a bit after the start," said Ballard, "but I slowed down a bit and he appeared again. I thought I'd better get back on the gas and keep him there. It ended up being good fun and a bit fast."

The first race of the day in the Daytona Dirt Riders-organized event was a four-lap affair over the 8.5-mile course for the Senior, Super Senior, C and Women divisions. Barry Higgins, riding a KTM 500MX, pulled clear of the pack only moments into the race and roosted to a lead in excess of a minute after lap one over fellow Senior classmates Tom Marsh and Al Chuppa. Higgins made a quick fuel stop on lap three, and still ended up winning by over four minutes over the next closest rider, Chuppa.

If that wasn't enough, Higgins jumped off his bike and onto a KTM 125MX — just in time to start the five-lap AA and A class race. As the first wave—the AA and Open A divisions—left the line, Ballard picked his way to the front. After the first half lap, Ballard had pulled a few seconds clear of Kadlec, while Bob Bean, Randy Hawkins and Ray Mungenast formed a line behind.

Motocrosser Ed Swearingen broke out of the pack on the start of the 250cc A class a minute later, and set out after the leaders.

After the first two laps, Ballard and Kadlec were still a tight 1-2, while Hawkins was into third ahead of Bean. Swearingen, however, was on the move; he made up the minute on the first wave and began to pressure Bean.

Into lap three, Ballard had nudged a few hundreds yards clear of runner-up Kadlec, while another 45 seconds off the pace Hawkins was struggling to hold Swearingen off as they threaded around lapped riders. Husky's Kevin Hines, riding a 125XC "for practice," was fifth overall ahead of Bean, and Higgins — running in the 125cc A division — was far ahead of the rest of his class.

Kadlec pulled off for gas at the end of lap four, deciding not to take a chance. "Some of the guys at the River Ranch National were running out of gas sooner than expected with the new single-shock Huskys," said Kadlec, "so I felt I'd better pull off and play it safe." Ballard elected not to stop, and jammed on for the overall win. Kadlec finished second overall 30 seconds off the pace, while Hawkins came through another minute later for a second in the AA division behind Kadlec. Swearingen finished a few seconds behind for the 250cc A win, while Hines followed him home for third in the AA ranks.

"They didn't wave me off when I came through the finish line," said Ballard, "and I started to take another lap. And it's a good thing I didn't have to go around again — my tank is nearly dry."

"I caught up to Ballard near the middle of the race," said Kadlec, "then I stalled it and he got away from me. After that, I stayed back a bit — it was a lot better when I wasn't in his dust."

Higgins led the distance to win the 125cc A class over Steven Bailey, and still looked like he was ready for more. "I came to Daytona to ride, so I figured I might as well do all of it I can," said Higgins with a smile. "Since I was going to be here all day, it made sense to ride both classes. Riding the 125 for a change was nice, but I wished it had about five more gears on the straightaways."

Action Cycle of Mishawaka, Indiana's Bean copped the Open A win in runaway style. "I got the holeshot on the class and just cruised from there," said Bean, "but my hands are covered with blisters. I kept using different parts of my hands on the bars to stay semi-comfortable." ●

Results

OVERALL: Geoff Ballard (C-A).

AA: 1. Fritz Kadlec (Hus); 2. Randy Hawkins (Hus); 3. Kevin Hines (Hus); 4. Ray Mungenast (Hus).

125cc A: 1. Barry Higgins (KTM); 2. Steven Bailey (Suz); 3. Ken Mataway.

250cc A: 1. Ed Swearingen (Suz); 2. Allen Scott (Hus); 3. Gary DeBock (Hon); 4. Ray Hoard (Hon); 5. Rod Bush (KTM).

OPEN A: 1. Bob Bean (Hus); 2. Ron Flagg (Yam); 3. Doug Sullivan (Hon).

125cc B: 1. Kevin Politte (Hon); 2. Ned Lowerre (Cag); 3. Andrew Faust (Suz); 4. Bill Drymon (Hon); 5. Terry Doucette (Hon).

250cc B: 1. Todd Shirah (Kaw); 2. Larry Hill (Yam); 3. Mike Pascarella; 4. Peter Walker (Mai); 5. Ken Joyce (Hus).

OPEN B: 1. Charles Oakes (Suz); 2. Tom Butler (M-S); 3. Charlie Williams (Hus); 4. Vergle Young Jr. (Hus); 5. Jeff DiMaio (Yam).

125cc C: 1. Mike Pickard (Kaw); 2. William Burns (Kaw); 3. Robert Duncanson (Hon); 4. Donald Morrow (Hon); 5. Ed Faust.

250cc C: 1. Chuck Weinberg (Suz); 2. John Morrell (Suz); 3. Terry Sanderson (Hon); 4. Mike Poirier; 5. Richard Scaglefter (Hon).

OPEN C: 1. Robert Anderson (Hon); 2. George Maggioco (Hus); 3. Norm Herbert (Kaw); 4. Jim Cadenhead (Hon); 5. Steve Wright (Yam).

MINI: 1. Stuart Drymon (Hon); 2. Mark Seibe (Kaw); 3. Matthew Feasle (Hon); 4. Doug Oakes (Suz); 5. Jeff Brown (Yam).

SR: 1. Barry Higgins (KTM); 2. Al Chuppa (Hus); 3. John Gallagher (Hus); 4. Tom Marsh (KTM); 5. Fred Klipple.

SUPER SR: 1. Tom Vallely (Hon); 2. Tom Rickbrodt (Hus); 3. Ronald Blais (KTM); 4. Bill Edmundson (Hon); 5. Buff Wiley.

WOMEN: Holly Malinowski (Kaw).

Chandler wheelies his 1985 KTM.

Magoo

(Continued from page 9)

Roger DeCoster's five time World Championship record and that's what I think I'm going to try to do!

"I feel great again! I feel stronger than I ever have because I have been hurt and I want to come back, so I'm really trying. As before I never really thought I would have this kind of trouble or accident, so everything I did I never trained that hard. I trained but not hard enough. I rode but never rode hard. Now I'm really . . . the Honda thing made it hard to come back because they were cutting back and I just want to rub some dirt in some people's faces because they've screwed up as far as I'm concerned, letting me go, so I'm going to win the World Championship this year!"

That's a mighty tall order in anyone's book, particularly for someone in Magoo's shoes. But he's up and ready for it, almost bubbling over as he speaks about it. It's also a long way from the days when he was considered the epitome of the term "crash and burn," a subject he and his family are very sensitive about since they feel he didn't crash any more than any other rider.

"I don't remember one time that I've crashed showing off. I've crashed when there was somebody pushing me or somebody I wanted to win, trying real hard. I've never crashed doing big crossups," he said with plenty of body motion to emphasize his point.

"If you don't crash once in a while you're not going fast enough. I still believe that. I'll go out and try hard, and if you crash, you crash, and if you don't you don't, you had a good day. I mean, I still, you go to the point of maintaining and winning races, yeah. It's hard to do when you're running fourth or fifth place and trying to get to the top. You're back on points, you want to win a series and you're 50 points behind, well most guys just ain't going to break. Everybody says well third's good enough. Well, third ain't good enough, you want to win. You're out there to win, so you go out there and do it. Sure if you're leading

(Continued to page 27)

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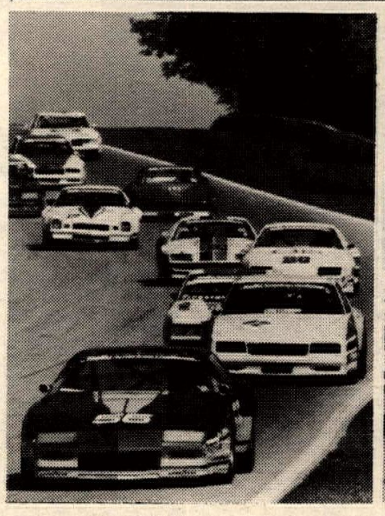

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passed California's to pass his.

see listed here. The powers-that-be have decided it's clean enough for the Golden State.

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Because Kenny spent most of his career winning races aboard lightweight Yamaha two-strokes like the RZ350.

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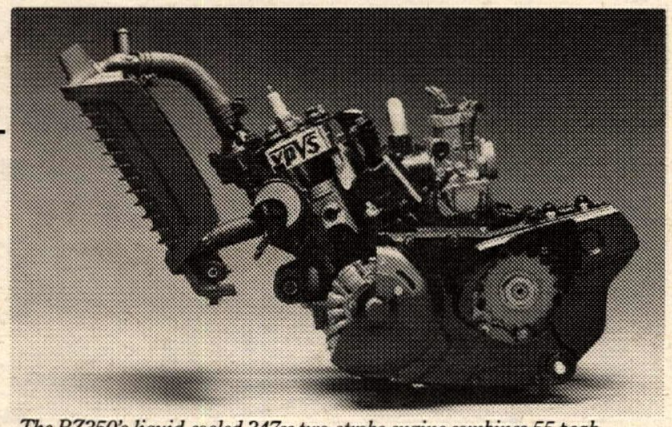

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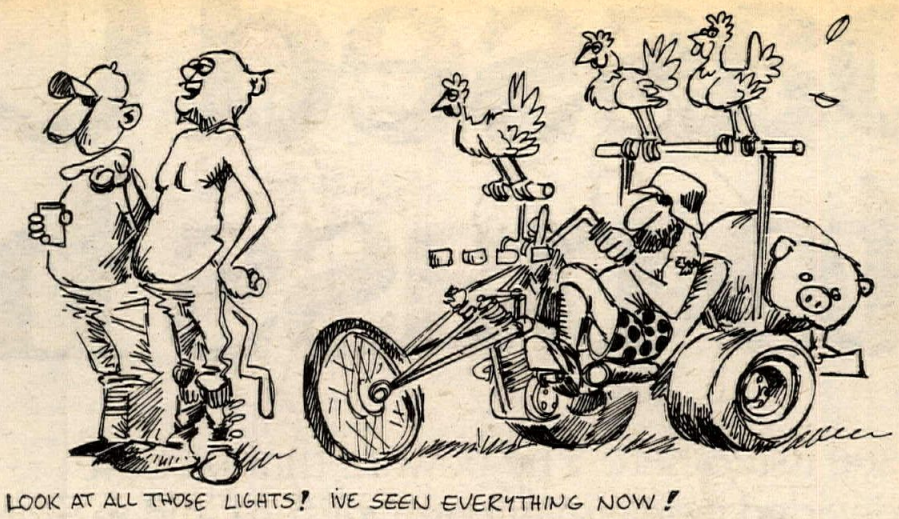
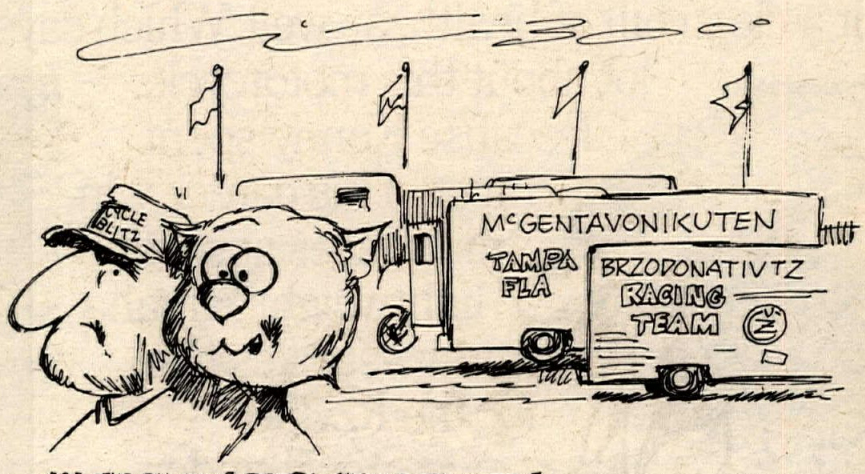
MX CAT DAYTONA '85

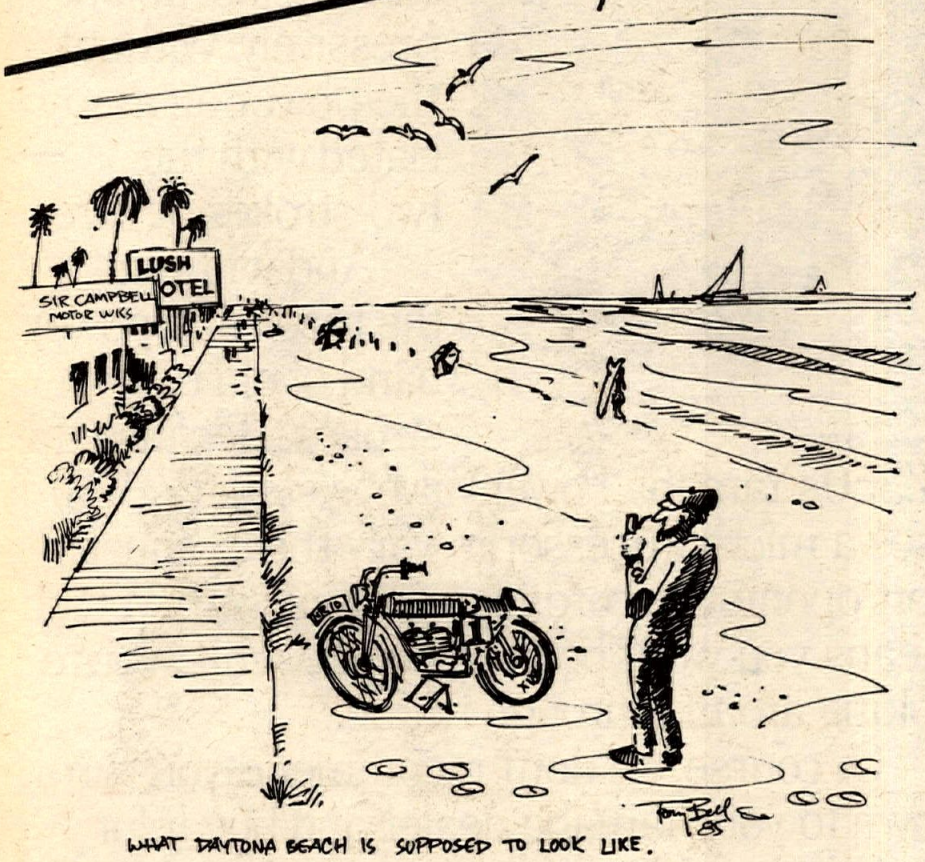
Tony Bell



LOOK AT ALL THOSE LIGHTS! I'VE SEEN EVERYTHING NOW!



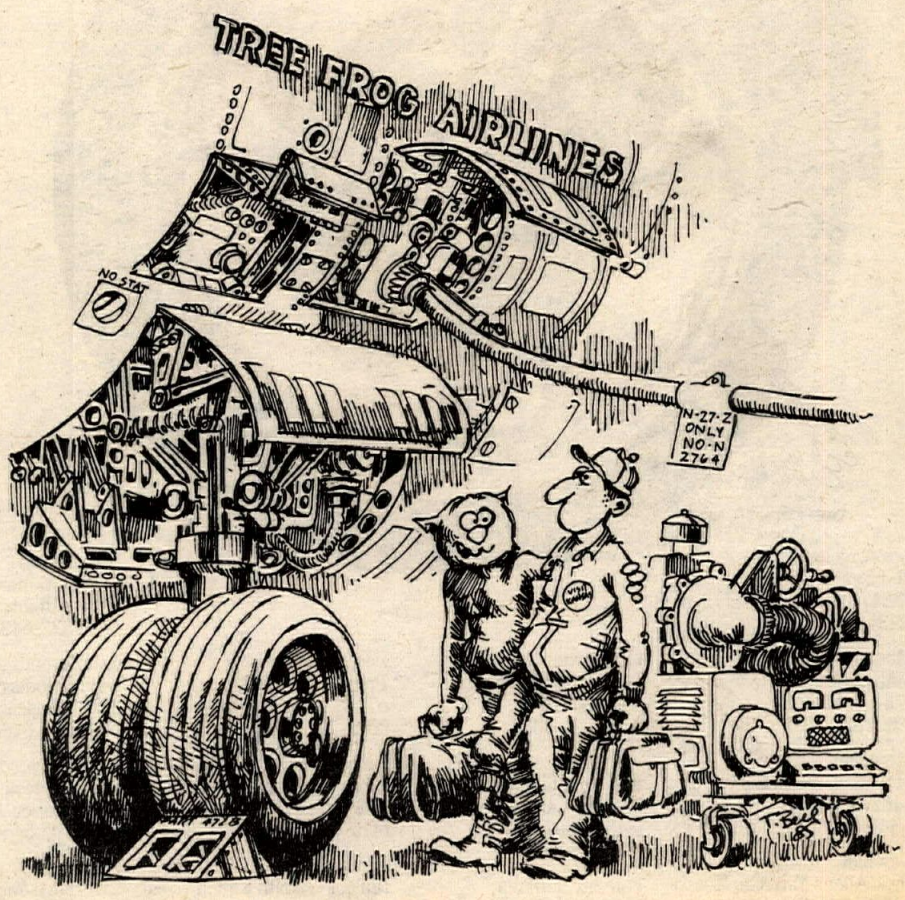
ALL THE BIG NAME RIDERS SHOULD BE HERE!



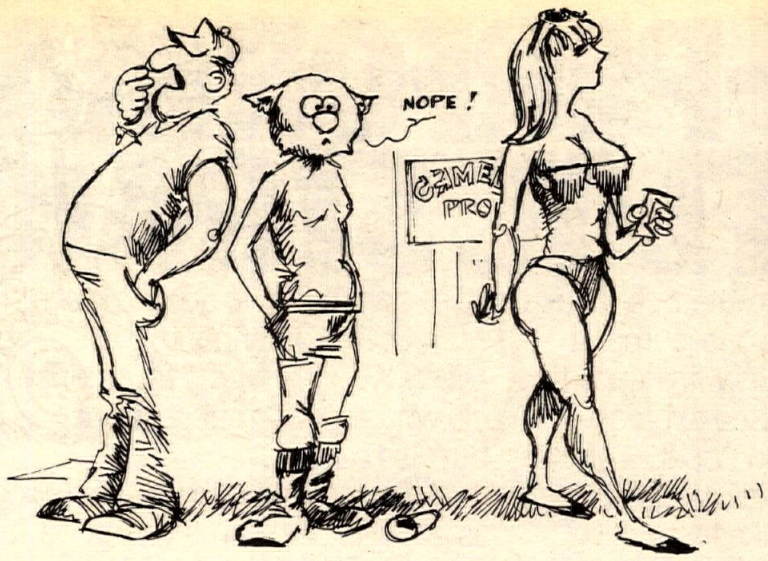
WHAT DAYTONA BEACH IS SUPPOSED TO LOOK LIKE.

I'VE GOT IT! I'LL BE **RICH**! I'LL CORNER THE MARKET IN **BLACK TEE-SHIRTS**!

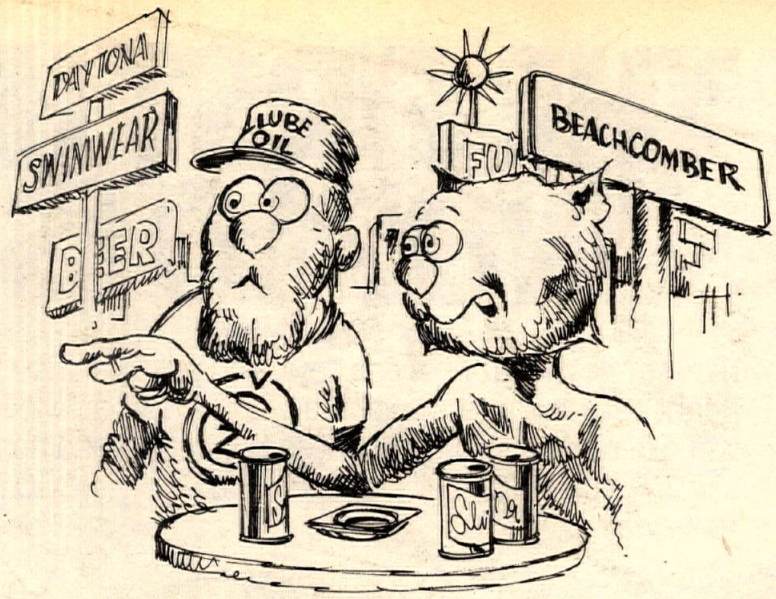
WHAT DAYTONA LOOKS LIKE.



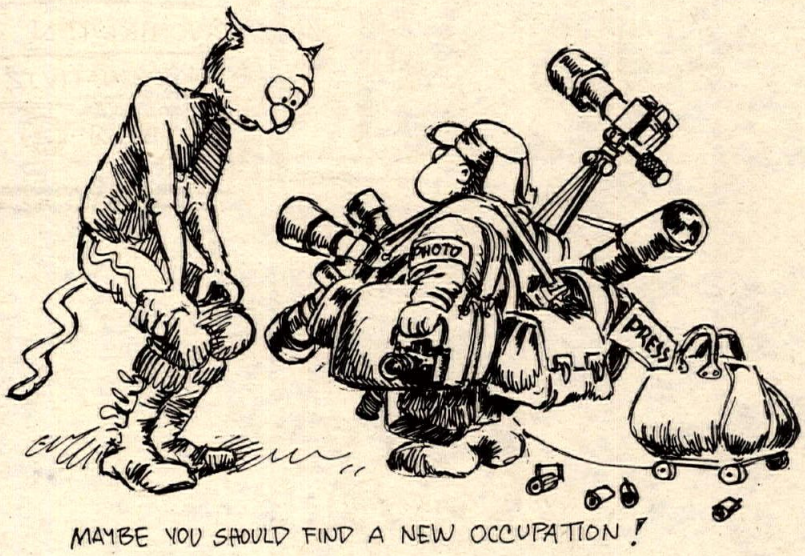
YOU WILL BE **AMAZED** AT THE COMPLEXITY OF A GP RACING MACHINE!



READY TO GO TO THE MOTEL ?



LOOK! A TEE-SHIRT WITH NUTHIN' PRINTED ON IT!



MAYBE YOU SHOULD FIND A NEW OCCUPATION!

LAST NIGHT..... FUN.

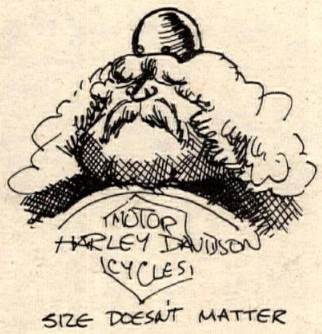
Fashions of Daytona

THE NORDIC LOOK

MR IBM

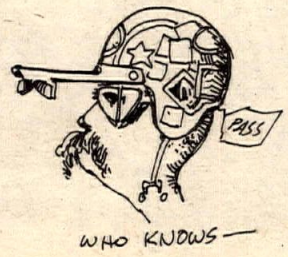
THE "DON'T CARE" LOOK

STAR TREK IV

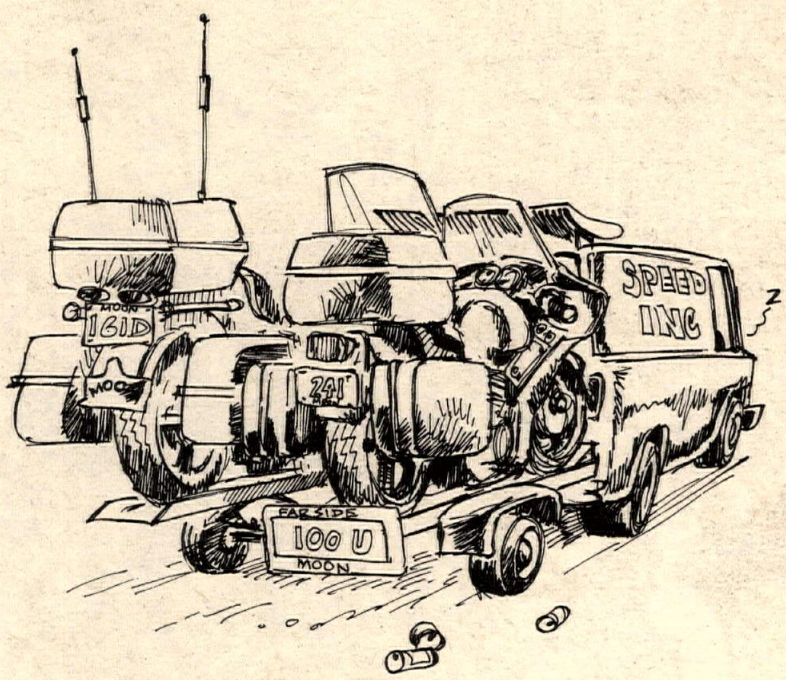


SIZE DOESN'T MATTER

HAGAR LOOK



WHO KNOWS—



THE PARTY'S OVER ♩ ♪

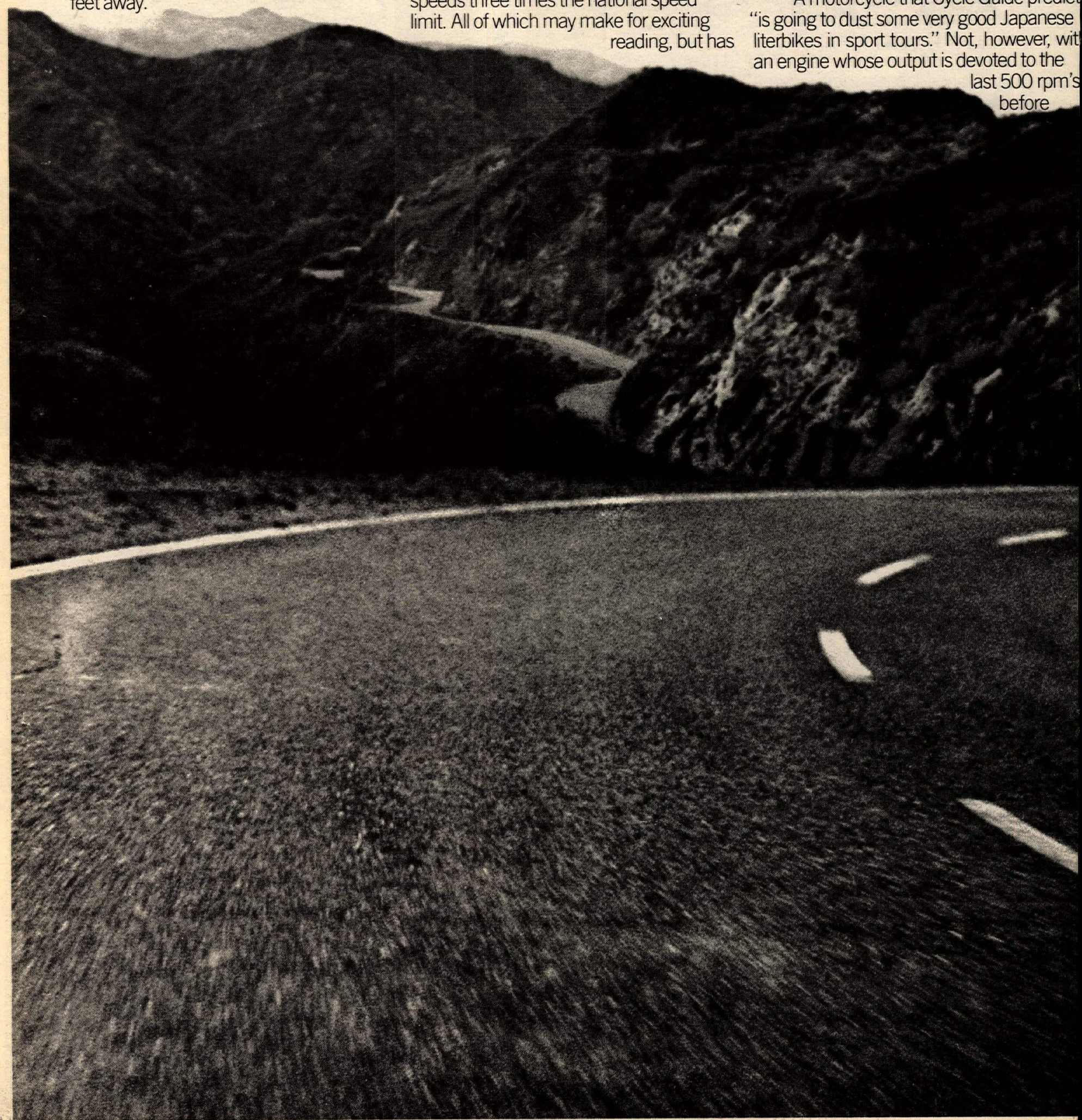
THE FIRST HIGH-PERFORMAN
WORLD ISN'T FLAT, STRAIGH

Glance at the cover of nearly any motorcycle magazine these days, and you might get the impression that the entire world of motorcycling starts at some drag-strip's "Christmas tree" and ends 1,320 feet away.

Stories abound of the latest Japanese heavy metal—those bikes one journalist aptly described as "missiles with headlights and horns"—standing poised to break the 10-second barrier and capable of top speeds three times the national speed limit. All of which may make for exciting reading, but has little, if anything, to do with real riding.

On the other hand, there's the new BMW K100. A high-performance motorcycle whose performance is not only ballistic, but also balletic.

A motorcycle that Cycle Guide predict "is going to dust some very good Japanese literbikes in sport tours." Not, however, wit an engine whose output is devoted to the last 500 rpm's before



CE BIKE THAT RECOGNIZES THE T OR A QUARTER MILE LONG.

redline. But rather, with an engine that makes 90 percent of its torque available at just 3,500 rpm's. For a "seamless crescendo of power that is exhilarating, yet tractable" (Motorcyclist).

A motorcycle whose low center of gravity and diminutive weight make it "a bike that can be herded along a twisty ribbon of road in the company of the best high-performance Japanese iron without losing its stately composure" (Cycle World).

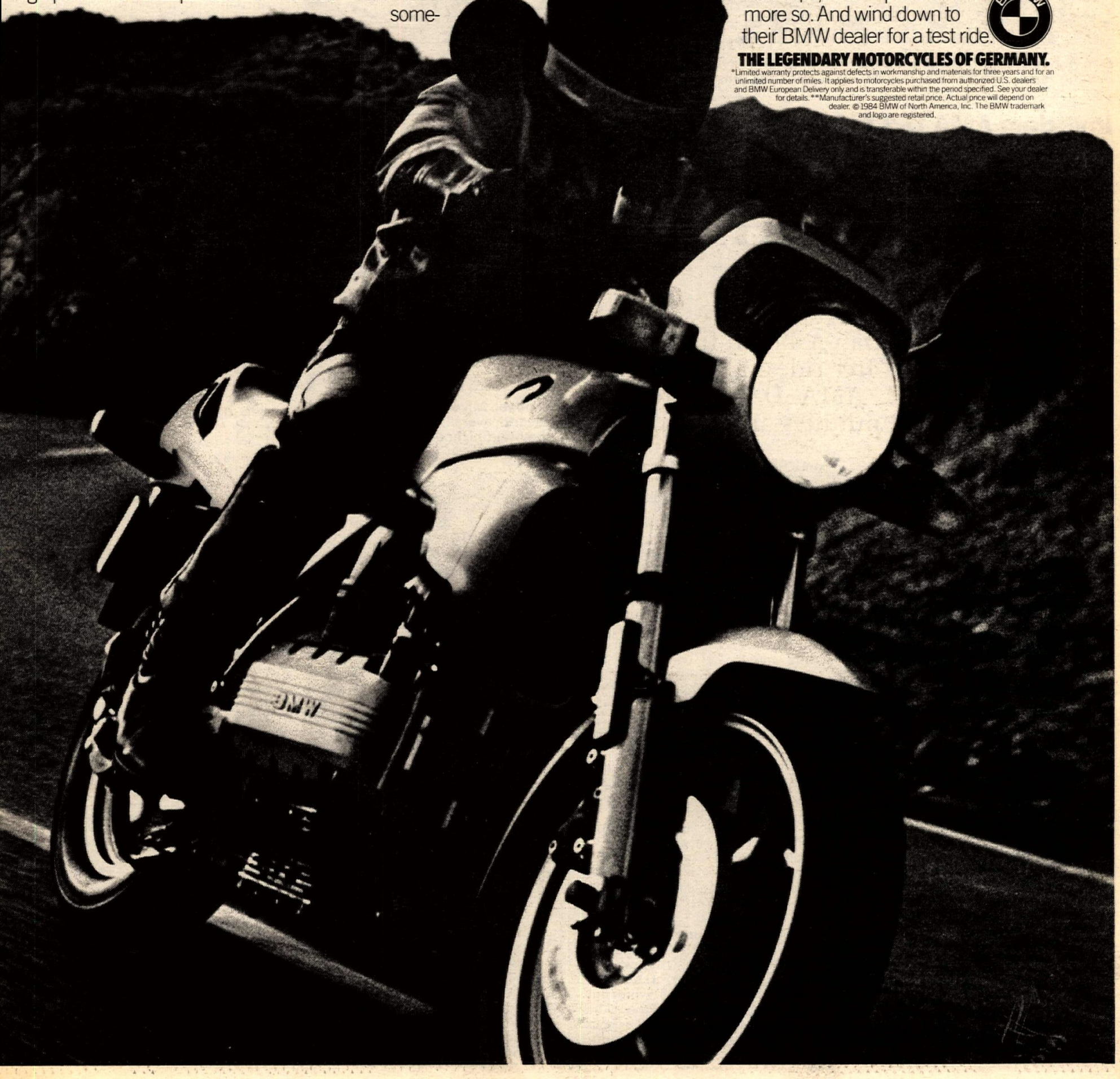
A motorcycle whose ergonomics—the fundamental bar, seat and peg relationship—feel just right. So the K100 is, as one reviewer put it, "perfect for hours of the kind of riding that would be tiring in minutes on most bikes."

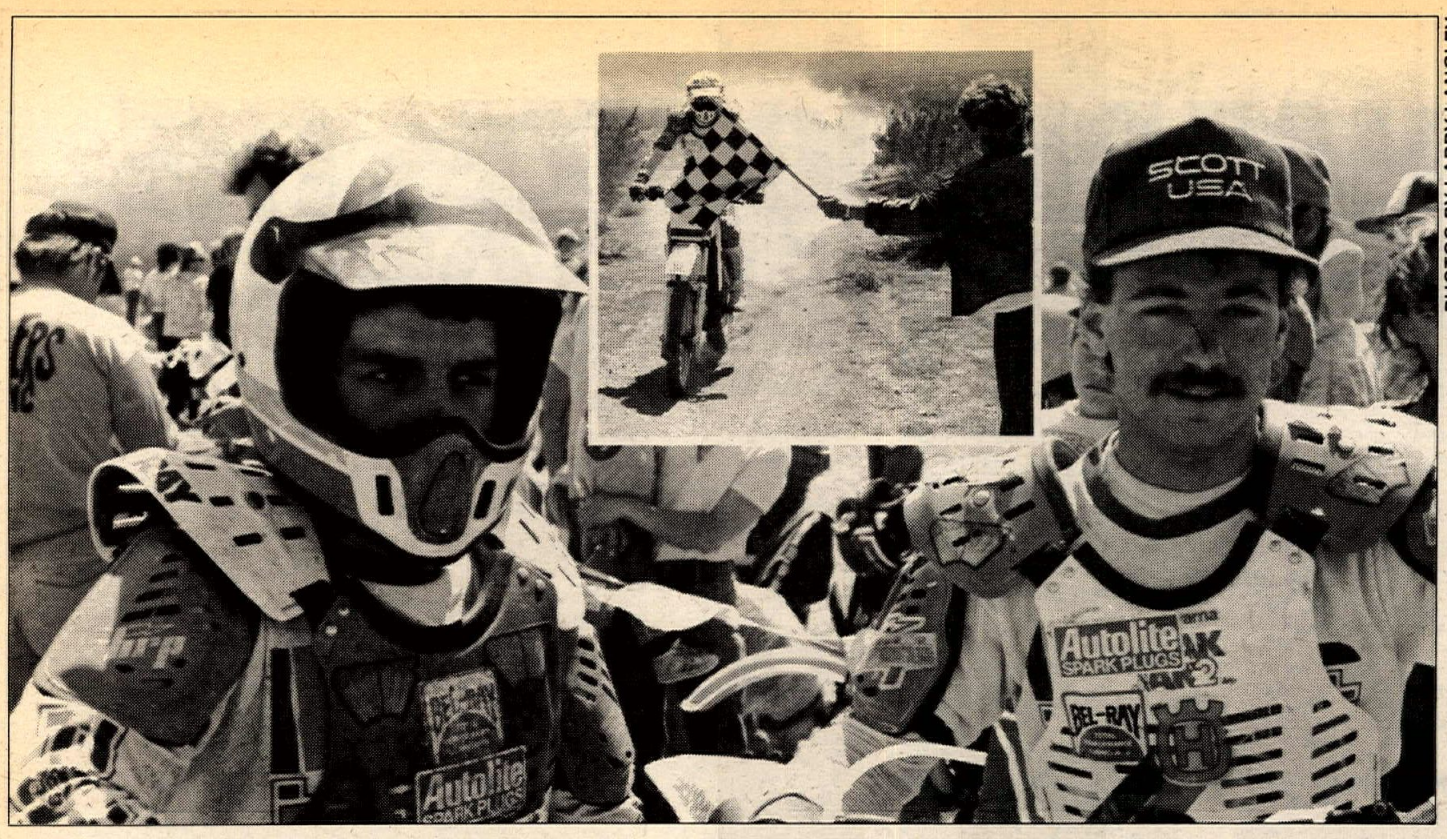
And perhaps most important, a motorcycle that offers something often missing in the world of high-performance bikes: repeat performances. A promise supported by the simplicity of the K100's design, the sophistication of its electronic engine management system and BMW's 3-year warranty,* which is three times longer than most bikes.'

Those who find the prospect of owning such a motorcycle appealing will find its $5,990** price all the more so. And wind down to their BMW dealer for a test ride.

THE LEGENDARY MOTORCYCLES OF GERMANY.

*Limited warranty protects against defects in workmanship and materials for three years and for an unlimited number of miles. It applies to motorcycles purchased from authorized U.S. dealers and BMW European Delivery only and is transferable within the period specified. See your dealer for details. **Manufacturer's suggested retail price. Actual price will depend on dealer. © 1984 BMW of North America, Inc. The BMW trademark and logo are registered.





PHOTOS BY LARRY LANGLEY

Dan Ashcraft (right) dominated the 100-mile long Invaders M.C. hare and hound in Red Mountain, California, beating teammate Dan Smith (left) by 10 minutes. (Inset) Ashcraft taking the checkered flag.

Invaders AMA D-37 Hare and Hound

Ashcraft leads Husky sweep

By Larry Langley

RED MOUNTAIN, CA, MAR. 24

Team Husky rider Dan Ashcraft finally put together a problem-free ride and dominated the Invaders M.C. AMA D-37 Hare and Hound by over 10 minutes at the finish of the over 100-mile event. Ashcraft (sponsored by Bel-Ray/Autolite/Gold Belt/Hi Point/Scott/Pro-Circuit) worked on getting a one-kick start and succeeded — he had the lead all the way to the bomb, where newly-sponsored Husky rider Eric Hallgath (Answer Products/Team Husky) swept in front on his new 250XC. Another 250cc rider, Eddie Ogden (Yam), was third to the bomb followed by Team Yamaha's Ted Hunnicutt, who was fighting a sore throat. Can-Am rider Charlie Barney was fifth followed by fellow Viewfinder Ron Shuler (Yam), Ashcraft's teammate Dan Smith (Hus), Allen Johnson and Mike "Downhill" Alexander (Yam). First Amateur was Rob Murray (Hon) running 10th with ATK rider Chris Crandall right on his rear fender.

The bomb run ran East from the pipe line road through Teagle Wash towards the Navy station. It was rough and choppy and Derrick Paiement bailed off his Husky just 100 yards off the start, suffering possible rib injuries.

The Invaders had a problem when some riders wanted to extend the right side of the starting area — who were already in position (some for a couple of hours) were opposed. The Invaders finally made the late arrivals move back down the line to an open spot, leaving the start boundaries intact. A half hour after the Expert/Amateurs started, the Novice/Beginners began their charge and at the bomb it was Randy McIntyre with a *huge* lead over Jeff Bocohillan and Jim Okie.

When the first loop made its return back towards the pit area, Dan Smith had assumed the lead coming into check two. However, the Invaders had ribboned off a short cut for the ATV riders into the check and Smith took off backwards onto the ATV section, allowing Ashcraft to assume the lead. Smith quickly realized his mistake when he sensed something was wrong and looked back to see the check personnel frantically waving him back. He got back on course but could never again challenge for the lead — an ignition wire shorted out slowing his charge. He did stay ahead of Hallgath for the remainder of the race, though.

Hallgath was adapting pretty quickly to the Husky after a couple of years on Hondas. Just before check one, Barney hit a sand bump and launched over the bars spectacularly. The check workers rated him a "10" for style. Luckily he wasn't hurt, but he was definitely detuned, and he dropped out after completing the loop.

Novice Steve Hasert made the mistake of taking the ATV trail, short cutting the course and will probably be disqualified for his error. A bunch of other riders tried to follow him but were turned back by spectators. The Invaders ran out of florescent arrows and used some home-made black-on-white paper arrows which were not very visible in the dust.

(Above) Mike Alexander finished seventh overall, while Eric Hallgath (below) finished third.

While the Expert/Amateurs pitted and went out on loop two, the Novice/Beginners were starting to filter into the pits. A lot of intermingling took place when the Expert/Amateurs completed the second loop and pitted in the same pits as the loop one pits. Disaster almost struck a number of times when inexperienced riders pulled out of their gas stops right into the path of the incoming riders who were *not* going slow. Chris Crandall almost hit one Beginner but somehow avoided him.

Loop three was long and tough. Not many riders had anything good to say about it. They liked the first two loops but the rocks and whoops on the third loop wore them down. And to finish them off was the infamous Invaders Downhill where gravity becomes your worst enemy. Once you start down brakes are worthless. For all those riders who were just a little petrified, you should have seen Downhill Alexander come down, with one hand *waving* at the gathered spectators! It's how he got his nickname. Crandall's ride came to a screeching halt — fighting a flat rear tire, he hit a bush off balance and high sided, injuring his shoulder. Hunnicutt stopped to help and went for Rescue Three, giving up his ride.

At the finish it was Ashcraft with a big, big lead over Smith, Hallgath and Team Husky rider Scot Harden to complete a Husky sweep.

Fifth overall went to Kem Park on a four-stroke Honda to win the Veteran Open class, Levi's and all. A folded rear brake lever slowed him slightly locking up the rear wheel until he got it free enough to not matter. Park thanked Scott's Scooter Service for making his thumper run so well.

Ogden (Answer Prod/Al Holley Tuned/Yam) got sixth overall, second 250. Alexander was ready to pass Ogden on the third loop when his big 490 Yamaha (Answer Prod./Duralube) broke a motor mount, throwing a scare into him. Sixteen-year-old Charlie Morris Jr. (Hus) nailed down eighth overall with Mr. Consistent, Ken Oviatt (Pro-Cycle KTM/Hi-Point), in the top 10 again.

Duane Summers made up for the radiator hose coming loose to win the 175cc class, coming from *way* back for the win. He had little help when Jim McGrath (KTM) got lost coming out of a railroad tunnel. First Amateur in was Chris Crandall's brother, Curt Crandall (Yam). Rob Murray had a big lead but somehow ended back up on the second loop after making his second gas stop.

Special mention should go to Senior rider Don Whitehorn (Hus) who finished *19th Overall!* Also to Senior 175cc Novice rider Glenn Armstrong who beat *all* the 175cc Experts and Amateurs. In fact he may have been the only 175cc Senior to finish. The only Women at the finish was a very exhausted Joanna Brownell (AXO/Sport Track Tire/Hus) who kept her win streak intact. She was mumbling something about the rocks and downhills. ●

Results

UNOFFICIAL RESULTS

OVERALL: 1. Ashcraft (Hus); 2. Smith (Hus); 3. Hallgath (Hus); 4. Harden (Hus); 5. Kem Park (Hon); 6. Eddie Ogden (Yam); 7. Downhill Alexander (Yam); 8. Charlie Morris Jr. (Hus); 9. Ken Oviatt (KTM); 10. Tom Willis.

OPEN EX: 1. Ashcraft (Hus); 2. Smith (Hus); 3. Harden (Hus).

OP AM: 1. Russ Warne; 2. Nick Young; 3. Doug Clark.

OP NOV: 1. Jeff Bouchollon; 2. Steven Otis.

250 EX: 1. Eric Hallgath (Hus); 2. Eddie Ogden (Yam); 3. Charlie Morris Jr. (Hus).

250 AM: 1. Curt Crandall (Yam); 2. Dave Kennedy; 3. Ken Hansing.

250 NOV: 1. Jeff Jackson.

175 EX: 1. Duane Summers (Cag); 2. Jim McGrath (KTM); 3. John Braasch.

175 AM: 1. Michael Martin; 2. Mark Guertin.

175 NOV: 1. 170c; 2. Robert Baehr; 3. Mike Koncur.

VET OP EX: 1. Kem Park (Hon); 2. V246; 3. Darryl Ellis.

VET OP AM: 1. V300; 2. Bruce Lipe; 3. Rick Sowma.

VET OP NOV: 1. V261; 2. Mike Young; 3. V257.

VET 250 EX: 1. V140X; 2. Wayne Carlton (M-S); 3. J. Vincent.

VET 250 AM: 1. Ted Overholt; 2. K. Hogden; 3. G. Hall.

VET 250 NOV: 1. Eddie McKenzie; 2. Chuck Lennox.

SR OP EX: 1. 0186; 2. Lawrence Nickolson.

SR OP AM: 1. John Hessick; 2. Rudy Willis; 3. John Johnson.

SR OP NOV: 1. Jim Hammons; 2. Wayne King; 3. Ed Hales.

SR 250 EX: 1. Don Whitehorn; 2. Ray Waldbaum; 3. Ron Hall (Yam).

SR 250 AM: 1. Bill Newkirk.

SR 175 NOV: 1. Glenn Armstron.

WOMEN

EX: 1. Joanna Brownell (Hus).

Magoo

(Continued from page 19)

the series, then you got a different shoe on, but when you're behind in a series and you're trying to catch up, you gotta let it all go.

"When I crash it makes me madder and I try even harder. Maybe that's good and maybe that's bad 'cause I get back on it and instead of taking a lap and getting my stuff back together and then going, I go right back at it. It's hard to take a lap when there's only seven laps to go, to do it in. It would be different if there was 30 minutes.

"The thing is, what's funny, is then you can go read anything and like I run into somebody, like the back of somebody, and I'll say it's my fault, you know. You can take O'Mara, Bailey, Hannah, anybody else, that guy ran into him and it's the other guy's fault, it wasn't his fault, but you get tangled up with a guy it's just as much your fault as his fault, and I'm always been the one to blame myself for running into people, or instead of getting mad and saying 'If that guy wouldn't of run me over, knocked me down, I would've won.' I come from behind them and you know it's a lapper or whoever it is."

Since Danny has always been a hard charging spectacular, showy rider, his family is very adamant about people thinking he crashes more only because there are more eyes on him. The leader could crash five times but everyone would only notice Magoo as far as they're concerned. Their ire over the whole situation extends to race reports that regularly claimed "Magoo crashed again" when in reality he'd only broke. Their ultimate example was a time in Oakland when Magoo was sitting alongside the track with a broken chain and Schultz came over the jump and hit him. The accident was blamed on Magoo.

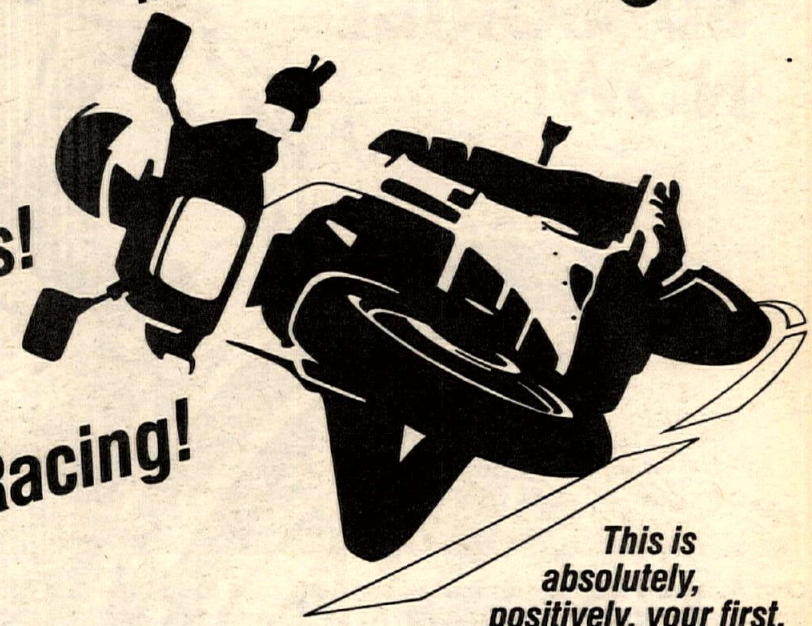
Their wrath on the media notwithstanding, the 1981 Hangtown National quickly comes to mind when Magoo had to try for the field via the qualifying race route. In front of legions of loyal hometown fans, he went down three times in the four-lap race, the third time getting off on the downside of a fast jump so hard they were already calling him dead in the press trailer on the opposite side of the track. Spectators right on the scene said he was doubled over crying he was hurting so bad, but to the delight and cheers of the Magoo faithful he got back up, got back on the bent bike, and came back to finish an incredible seventh! When he didn't make the cut, half the place got up and left!

Whether or not he really crashes more or less than anyone else, there's only one Danny "Magoo" Chandler; he rides it to the max like no one else. As he threw a leg over a new KTM, he said that Honda "had" to sign him after he cleaned up the 1981 Trans-USA series. "Somebody is going to have to again next year because I'm going to become World Champion. And that's it, I feel good, I feel strong, I know I can beat them. I think they're more worried about me than I am about them. Over there, they're already saying they're worried about me. I hear a lot of things over there from my manager."

As Magoo wheelies off down the only street of Michigan Bluff, you want to believe that he's recaptured his old form. His enthusiasm and confidence is infectious and if his ride over there in February is any indication, European race fans may be in for the treat of a season. The thought almost make you want to buy a plane ticket. ●

ALL NEW
TAKING IT TO THE LIMIT.
The Movie

One Night Only!



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Motocross!
Road Racing!
Last Chance!
Berm Bustin'!
What a Movie!

This is absolutely, positively, your first, last and probably only chance to see the wildest, most outrageous motorcycle action movie ever made.

Tonight, anyway. See the all-new "TAKING IT TO THE LIMIT"—90 minutes of sizzling celluloid you'll never forget. But don't forget—It's for one night only. Brought to you by Kawasaki and your participating Kawasaki dealer who's got discount coupons good for $2.50 off the $7.50 admission price. Hurry! Get your discount coupons and go!

Kawasaki
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Always wear a helmet and appropriate apparel.

This week, TAKING IT TO THE LIMIT is being shown at:

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Davis High School
TACOMA, WA.—Fri., Mar. 29—8 P.M.
Sheraton Tacoma Hotel
SEATTLE, WA.—Sat., Mar. 30—8 P.M.
Paramount Theater
BELLINGHAM, WA.—Sun., Mar. 31—8 P.M.
Holiday Inn Bellingham
PORTLAND, OR.—Tue., Apr. 2—8 P.M.
Benson High School Auditorium
EUGENE, OR.—Wed., Apr. 3—8 P.M.
Lane County Convention Center
MEDFORD, OR.—Thur., Apr. 4—8 P.M.
Medford Senior High School
RENO, NV.—Thur., Apr. 11—8 P.M.
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Latest Poop

(Continued from page 3)

Formed Championfilms, Ltd. Productions, to produce "positive" feature films about motorcycling; first production is "Winner!"; prospective backers may contact company president Joseph David Reed, 11600 Huebner Road, #2102, San Antonio, TX 78230.

Cagiva buys Ducati

ROME, ITALY, MAR. 23

GianFranco Castiglioni, President of Cagiva North America, announced that Cagiva Motor Italia has purchased Ducati Meccanica of Bologna, Italy.

This purchase ends a long period of ups and downs for Ducati which, though having declared bankruptcy over one year ago, continued to deliver unsold factory inventory and again recently began making new models. Ducati Meccanica builds everything except engines following separation of the company several years ago.

Ducati engines are manufactured by Ducati V.M., a wholly separate company, the entire output of which is guaranteed by contract to be sold to Cagiva for use in their own motorcycles. Currently the Cagiva 350 and 650 Alazzurra and the 650 Cagiva Elefant are powered by Ducati, 90° V-Twin desmo engines.

Claudio Castiglioni, brother of GianFranco, has been appointed President of Ducati Meccanica. He has said that Cagiva will import a number of the Ducati TT-1 750 racing bikes into the United States. A Ducati TT-1, ridden by Italy's Marco Lucchinelli, finished second in the recent Daytona Battle of the Twins event.

Cagiva Motor Italia s.p.a., Cagiva North America's parent company, was formed in 1978 and is the largest manufacturer of motorcycles in Europe, producing over 40,000 machines per year, which is projected to increase to 100,000 within the next three years.

Lancaster considers ORV park

LANCASTER, CA, MAR. 18

The Lancaster city council has set a public hearing for April 17 on a proposed off-road vehicle park north of city limits.

The hearing will be conducted by the Lancaster Parks, Recreation and Arts Commission beginning at 7:00 p.m. in the city hall council chamber.

The proposal to build a major facility for motorcycles and other off-road vehicles came about when city officials became aware of a substantial amount of grant money available through the state for such projects. The recent closure of two motocross parks — Saddleback Park and the popular Indian Dunes located near Newhall — resulted in a recreational void for a large number of enthusiasts.

The closure compounded a problem which has existed in the high desert region of California — the illegal riding of off-road vehicles on private property and on environmentally-sensitive areas. The City of Lancaster is proposing to develop an off-road vehicle recreation park to meet most of the recreational needs of the OHV users within a defined, secure area. Location of such a facility should also assist in law enforcement efforts related to illegal riders by providing an alternative riding area, and assist in preserving the California Desert Conservation Area of the Mojave Desert.

The proposed Off-Road Vehicle Recreation Park will be approximately two hundred (200) acres of secured land to provide varying degrees riding surface area for off-road vehicles. Within a general landscaped setting, four separate areas are proposed.

Located in a separate, secured area of the Recreation Park, a Bicycle Motocross (BMX) competition course would be constructed to meet national BMX standards. This would be a relocation of an existing track from a non-compatible area.

Located in a segregated area of the Recreation Park, an ORV instruction area would have generally flat terrain with few obstacles to permit the proper instruction of young children and first-time off-road vehicle users without interference from more experienced riders.

A general recreational riding area would comprise the majority of the Recreation Park area and would contain landscaped and contoured terrain with beginner to intermediate skill riding areas. The area would be developed to provide the maximum number of trail options while assuring overall rider safety.

A motocross competition track located in a segregated area of the Recreation Park, would be constructed to meet national and international competition standards. The track would permit not only an on-going training site for motocross competitors, but would also be a site for scheduled competitions. Spectator seating would be constructed at the location.

The general Recreation Park would also contain vehicle parking, concession and maintenance areas.

The Lancaster City Council has authorized the filling of a notice of intent to apply for at least $1.7 million through the California Off-Highway Vehicle Grant program for land acquisition and development.

The total amount of funds to be requested from the California Off-Highway Vehicle Grant is $1,700,000. The costs include land acquisition (approx. 200 areas) at $1.2 million and site development at $500,000.

Sites under consideration include a 200-acre parcel just outside city limits, from the eastern side of the Antelope Valley freeway (California 14) between Avenues F and G, and a second site to the east, between 20th and 25th Streets East Annexation of unincorporated property would be involved.

The sites meet a regional criteria set forth by the California Off-Highway Motor Vehicle Recreation Commission in that within a 150 mile, or three-hour driving time radius, of the City of Lancaster there resides a potential user population of over 10 million people.

Public comment at the April 17 hearing is needed on demand for such a facility in the Antelope Valley, as well as to address potential environmental and economic effects associated with the project.

City officials said they believe Lancaster has a very good chance of qualifying for the state grant because of the great regional demand for off-road vehicle facilities following the closure of two major motorcycle parks. Also, except for the Antelope Valley, there are few if any sites in the metropolitan region suitable for such a facility.

(Continued to page 41)

THE NATIONAL PAPERS

By Roxy Rockwood

Rounds four through eight of The AMA Camel Pro Series are at hand and the dirt track lovers can hardly wait. T.T., half mile, mile and short track are all in order between March 30 and May 11 before another road race comes up on May 18-19.

Ascot Park in Gardena hosts the opener, a TT won by young Doug Chandler a year ago in a tight 25-lap trophy dash type affair with Jorgy Jorgensen. In fact, it was the closest finish in the history of the races that dates back to 1962.

As in the past, Ascot will host a high-buck non-National half mile the night before on March 29 to give the riders a sample of things to come when Ascot again hosts the first National half mile of the year on May 11.

The next stop is at Sacramento for an April 13 first-mile-of-the-year affair. The Sacramento event takes on added importance this year as it will also be the site of the final National Race of the season in late September.

Defending champ Ricky Graham will not be around to try for two. He'll be there watching due to a broken leg at the Kenny Roberts play ranch. Last year Ricky won the event with a broken heel suffered at the Laguna Seca dirt playground.

The first doubleheader since Houston arrives at San Jose on May 4-5 with a Saturday night short track and a day mile. Bubba Shobert won them both last year to shock the racing world and could well do it again. In fact, Shobert won everything San Jose had to offer in 1984 and liked it enough to try for the whole thing.

Then the troops return to Ascot May 11th before heading east for the summer. The road racers then come to California and go to Sears Point for a biggie, not to return until mid-July and Laguna Seca.

Each of the five dirt track events has added attractions. The Ascot TT will feature Shobert again trying to win his first National in that type of racing. He was fast qualifier last year and was leading when his engine stopped. If Bubba wins on the 30th he would technically join Dick Mann and Kenny Roberts as the only rider to ever win all five types of AMA National events at least once. The word technically has to be used as Shobert won a National half mile last year only to have it taken away by a review board.

For the night mile at Sacramento it is again Shobert's spotlight. He won the last of two there last year and will attempt to become the first back-to-back winner on the 13th.

It's Shobert again for the San Jose double to see if he can again win both and take his San Jose record to five straight!

The Ascot half mile in mid-May will be the only event in the western series that will not spotlite the Texan. This is the event that found Scotty Parker and Graham turning in the closest finish ever last year when Parker, on the first-ever three-lap restart, caught, passed and beat Ricky by perhaps six inches at the finish. They're still talking about that one.●

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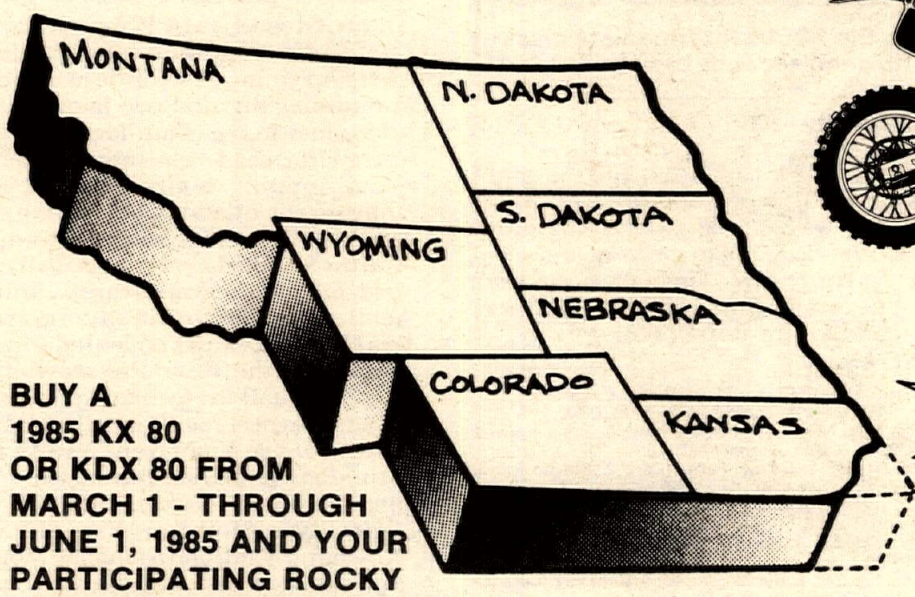

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PHOTO BY NATE RAUBA

Gary Lacy (22C) leads Kenny Maddux in the 125cc Intermediate class at Corona Raceway. Maddux eventually finished second; Lacy third.

Jordan, Strangio jam at Corona night MX

By Nate Rauba

CORONA, CA, MAR. 15

Upland High School teammates Ron Jordan and Tony Strangio were the big winners in tonight's high school competition at Corona Raceway; each rider took overall victories in two separate classes. Jordan took first in the 125 and 175cc Senior classes, while Strangio cleaned up the 250cc and Open Seniors.

Strangio led the combined 250/125cc Senior class to the first turn at the start of moto one and was followed by Arlington's Greg Flanagan and Jordan. Jordan worked around Flanagan on the first lap, and for the next several circuits, the trio freight-trained around the course. Flanagan passed Jordan for second on the fourth lap, and then took the lead when Strangio crashed later on the same lap. Strangio didn't lose much time, though, and repassed his teammate on the final lap and took second to Flanagan. Jordan crossed the line third but was penalized a lap which gave the class win to Arlington's Carl Benjamin.

Strangio, Jordan and Flanagan were back in front a race later in the Open/175cc Senior class and did much the same thing as the race before. This time it was Flanagan's turn to go down as he clipped Jordan's rear wheel on a downhill turn. As he got going again, Flanagan reached up to pull his roll-off cord, went off the track, down a hill and over a crash wall onto the infield. By the time he got back on the track, everyone was gone. Strangio also ran into some trouble — he dropped way behind Jordan, who then went on to win the race. Second 175cc rider was Corona/Norco's Mike Brooks, and in the Open class Upland's Kon Baur was second to Strangio.

Flanagan came back and grabbed the holeshot at the start of the second 250/125cc Senior moto and was chased by Strangio and Jordan. Once again they all stayed glued to one another's rear fender, and it wasn't until the start of the fourth lap that things began to change. Flanagan held the lead until he landed off the finish line jump and broke a bolt in his Yamaha's rear suspension, and with the pressure off of Strangio, he let Jordan by on the same lap. Jordan went to take another win, and Benjamin was second ahead of Strangio, who still took the 250cc over Cerrito's Paul Retter.

With Flanagan out for the night the final moto of the Open/175cc class was a Strangio/Jordan show. Both riders shot to the front and spent the entire moto dicing for the lead, but Strangio maintained the upper hand for the duration of the race.

Results

HIGH SCHOOL
WOMEN: 1. Tracy Cunningham (C-NO.
MINI NOV: 1. Tim Wells (Cer); 2. Steven Foster (Tus); 3. Dan Laumbach (D-L).
100cc: 1. Davew Farris (Cer); 2. Steven Foster (Tus); 3. Scott Strangio (Upl).
125 NOV: 1. Mike Brooks (C-N); 2. Mike Svendsen (Tus); 3. Tony O'Campo (Upl).
125 SR: 1. Ron Jordan (Upl); 2. Carl Benjamin (Arl).
175 SR: 1. Ron Jordan (Upl); 2. Mike Brooks (C-N); 3. Mike Svendsen (Tus).
250 SR: 1. Tony Strangio (Upl); 2. Paul Retter (Cer); 3. Todd Everhart (Cer).
OPEN SR: 1. Tony Strangio (Upl); 2. John Wall (Upl); 3. Kon Baur (Upl).
UNATTACHED
PEE WEE: 1. Mike Metzger (Kaw); 2. Jimmy Williams (Kaw); 3. Brian (Kaw).
MINI BEG 12-: 1. Jason Martin (Yam); 2. Jarrett Austin (Hon); 3. Brian Visca (Kaw).
MINI BEG 13+: 1. Mike Cox (Kaw); 2. Jeff Griffin (Hon); 3. Brad Bailey (Kaw).
MINI NOV: 1. Louie Romo (Yam); 2. Ronnie Martin (Kaw); 3. Robert Naber (Kaw).
MINI INT: 1. Robert Shipman (Kaw); 2. Dana Wiggins (Suz).
125 BEG I: 1. Stan Hase (Kaw); 2. Rob Knemeyer (Hon); 3. Matt Wicketts (Suz).
125 BEG II: 1. Jeb Brock (Suz); 2. Medardo Juarez (Suz); 3. Troy Craig (Hon).
125 NOV: 1. Bryan Petrie (Kaw); 2. John Garcia (Hon); 3. Robert McCay (Kaw).
125 INT: 1. Gene Badlwin (Hon); 2. Kenny Maddux (Kaw); 3. Gary Lacy (Kaw).
250 BEG I: 1. Ron Lathrop (Hon); 2. Sheldon Messick (Kaw); 3. Jim Tamburo (Yam).
250 BEG II: 1. Scott Rippens (Yam); 2. Shawn Heit (Yam); 3. Curtis Olsen (Hon).
250 NOV: 1. Don Litteral (Hon); 2. Clay Stanford (Suz); 3. Ken Faught (Yam).
250 INT: 1. Tom Brown (Hon); 2. Todd Cunningham (Suz); 3. Marc Visser (Yam).
250 PRO: 1. Gordon Ward (Yam); 2. Darren Sharuga (Yam); 3. Jim Gibson (Yam).
OPEN BEG: 1. Stacy Cox (Kaw); 2. Gary Qualls (Kaw).
OPEN NOV: 1. John Wall (Hon); 2. Larry Boyd (Hon); 3. Brent Potter (Hon).
OPEN INT: 1. Mike Rambo (Suz); 2. Bruce Criswell (Kaw); 3. Patrick Michaels (Hon).
OPEN PRO: 1. Scott Yenzer (Hon).
VETS: 1. Steve Ballmer (Kaw); 2. Walt Foster (Yam); 3. Greg Preston (Suz).

Keller in the money at Sunny Valley

By Jim Miller

GRANTS PASS, OR, MAR. 3

Rodney Keller scored big wins and big bucks as the top Pro winner in today's Sunny Valley Moneycross. Over 700 spectators came out to cheer on their favorite riders, and Keller had an outstanding day by winning both Pro motos to claim $500. In the 125cc money class, Kevin Knox and Jeff Dailey fought it out all the way. The lead changed constantly before Knox got to the checkered flag first.

Jason Matthews, from Crescent City, California, was the Pee Wee class winner. Second was Zack Rund, even though he got to the track late and raced without any practice. Ted Perrero claimed the winner's trophy in the 250s, after leading Dennis Delbiaggio and Steve Croucher, who finished second and third overall, respectively. Fourth was Old Timer Dan Nelson.

Holass, Clayton clobber Clarks Branch MX

By Clay Light

ROSEBURG, OR, MAR. 17

Darren Clayton and Terry Holass headlined in 125cc Junior action at Clarks Branch Raceway in Roseburg, Oregon, in the Oregon AMA WinterSeries of motocross. Clayton topped the first division going 1-2 while Holass went 1-3 to snag division two laurels

Rodney Keller (Yam-Hon of Roseburg Hon) made a killing in the Pro class, topping both motos on the long gnarly hillside track, taking the top cash payoff in both motos over Curtus Rough. Local hero Gary Bault had only his shadow to race with and took a 1-1 in the Open Pro portion on his Honda. Kawasaki rider Jon Buyas, winner of the 125cc Pro class, also took a 1-1 tally at the checkered flag.

Small-wheel racing saw Jeff Daily (Team Green Kaw) come away with Mini Expert honors, dusting the field of combined Intermediates led by flyin' Ryan Huffman (Yam-Hon of Roseburg/Yam) and teammate Monty Spaulding (Yam). Positions reversed in the second outing with Spaulding taking first in the Intermediates, again behind Daily on the Sinasalo-sponsored KX80. Honda rider Chad Berry took the Junior portion by storm, going 1-1 and holding off Joey DePew in moto one and Danny Ulven (Kaw) in the second set. Scott Nored used consistency, scoring 4-3 for the runners up spot over DePew's 2-6.

Gary "Bad Boy" Beyer (Kaw) netted the 125cc Intermediates honors with a 1-2 punch, topping the first moto over Jeff Peck. Beyer came back in moto two to trail Yamaha speedster Paul Winn, whose bad luck landed him a fourth place finish in moto one. Winn sped to the flag to sweep the second moto, but his 4-1 was only good for runners-up behind the consistency of series contender Beyer's 1-2 tally.

Clayton (Hon) cruised to the checkered flag in the first moto of the first division of 125cc Junior action — so many riders were signed up it was necessary to split the riders into two classes. The second moto saw Mark Hamaker take the win, good for a 3-1 second in the overalls behind Clayton's 1-2.

Holass won the second division's first moto, followed by Salem's Jerry Aicher (Yam) and Richard Burtch. The second moto saw surprising Kyle Brooks come away a winner in the moto, but he was relegated to second place when the overalls were posted due to his dismal first moto sixth for a 6-1 finish.

The second largest class was the 250 Juniors runoff, ultimately taken by Casey Stuve. Stuve smoked his way into the lead in the first moto and fought off charges from Les Engel and Rick Roberts to take the checkered. The second time out had Roberts put his machine into the lead and never look back. Behind him was a horrendous battle for second between Stuve, Honda rider Ron Hall, Engle, Bob Breaux and Suzuki-mounted Dave Davis. Stuve got the handle on the second place battle and went 1-2 for the overall beating Roberts (3-1), Engel (2-4), Hall (5-3) and Davis (6-6) for the top five finishes.

Results

250 PRO: 1. Rodney Keller; 2. Curtis Rough.
OPEN: 1. Gary Bault.
125: 1. Jon Buyas.
250 INT: 1. Ted Perreard; 2. Dennis Rotherman; 3. Marty Gassner.
PEE WEE JR: 1. Chris Patterson; 2. Travis Berry.
PEE WEE INT: 1. Jason McCormick; 2. Ryan Huffman.
MINI JR: 1. Chad Berry; 2. Scott Nored; 3. Joey DePew; 4. Danny Ulven.
MINI INT: 1. Monty Spaulding; 2. Ryan Huffman.
MINI EX: 1. Jeff Daily.
OT: 1. Elmer Reimer; 2. Charles Standeford.
30-40: 1. Rick Smith; 2. Frank Hines.
125 INT: 1. Gary Beyer; 2. Paul Winn; 3. Jeff Peck.
125 JR DIV I: 1. Darren Clayton; 2. Mark Hamaker; 3. Dana Anderson.
125 JR DIV II: 1. Terry Holass; 2. Kyle Brooks; 3. Richard Burtch; 4. Jerry Aicher.
OPEN JR: 1. Jody Larned.
OPEN INT: 1. Dean Johnson; 2. Elmer Reimer.
250 JR: 1. Casey Stuve; 2. Rick Roberts; 3. Les Engel; 4. Ron Hall; 5. Dave Davis.

Harsha, Blagg, Mattheison top Medford SX

By Clay Light

MEDFORD, OR, MAR. 16

Local area riders Jeffrey Harsha, Robbie Blagg and Mark Mattheison came away winners of the final Arenacross of the 1984-85 season at Jackson County's Expo Park Arena. Harsha took the 250cc main event, while Matthieson and Blagg were double winners. Matthieson won the Open A and Open Pro money main events, and Blagg the thrilling 125cc Pro money and 125cc A main events in front of a capacity crowd.

Shawn Highland (Kaw) put the 60cc A main event finalists to his mercy, leading start to finish and beating Joe Don Ireland (Hon) and fellow CR-pilot Kevin O'Connor. Hank Peterson pulverized the 80-100cc A main on his KX80 to take top trophy spots with his win over brothers Jason and Kristin Cowan, both on Yamahas.

AMA Expert flat track Pro Harsha put his Simpson/Paul's Sport Center Honda XL200 into the lead during the opening moments of 125-200cc action, but Blagg was on the move and carved through traffic on his Specialty Cycles/Maxima/RV Doctor YZ. Blagg took the lead from Harsha, and proceeded to separate himself from the remaining 13 contestants, leaving Harsha and Peterson (Kaw) in the place and show positions.

Harsha came back mounted on his '84 Honda CR250R to lead lap one of 250cc A main competition while Frank Word III (Pauls Sport Center/Yam) sliced away at Harsha's lead on his ancient early model YZ. Word charged, but didn't have the suspension that Harsha utilized to soak up the whoop-de-doos and the gnarly triple jumps. Harsha took his only win of the evening over Word and Steve Croucher (Yam).

Mattheison dominated the Open A main event easily and had only Dave Nordin (Yam 125) to worry about, and he was some distance behind. Nordin loomed in the distance but wasn't a factor, which handed Mattheison an easy win. Nordin did a marvelous job on his 125 to hold off third-place Bob Klum (Hon 500) at the flag.

Mattheison (Hon CR500) rocketed away with the Open Pro's money race and was never seriously challenged. Word (Yam 250) and Cave Junction's Don Peterson (Hon 480) rode to second and third place in the 10-rider 20-lap main event. Nordin pushed his 125 Yamaha into fourth, but couldn't find a way around Peterson. Nordin rode to the checkered flag in front of a midpack war between

Klum, Harsha (Hon 250) and TT rider Bob Ingle (Hon 450) — all well behind double winner Mattheison.

Results

OPEN PRO $: 1. Mark Mattheison (Hon); 2. Frank Word III (Yam); 3. Don Peterson (Hon); 4. Dave Nordin (Yam); 5. Bob Klum (Hon).

OPEN A: 1. Mark Mattheison (Hon); 2. Dave Nordin (Yam); 3. Bob Klum (Hon).

250 A: 1. Jeff Harsha (Hon); 2. Frank Word III (Yam); 3. Steve Croucher (Yam).

125 PRO $: 1. Robie Blagg (Yam); 2. Troy Coburg (Hon); 3. Jeff Harsha (Hon).

125 A: 1. Robbie Blagg (Yam); 2. Jeff Harsha (Hon); 3. Hank Peterson (Kaw).

80 A: 1. Hank Peterson (Kaw); 2. Kristin Cowan (Yam); 3. Jason Cowan (Yam).

60 A: 1. Shawn Highland (Kaw); 2. Joe Don Ireland (Hon); 3. Kevin O'Conner (Hon).

Maga magic at Winnemucca MX

By Frank Molitor

WINNEMUCA, NV, MAR. 10

Winnemucca's own Randy Maga rode a Suzuki RM250 to win an abbreviated Pro class overall at the first race of the AMA District 36 Flying W's Spring MX Series. Local riders also kept the runner-up payoffs at home as Tige Brown (Hon) and Eric Schaacht (Hon) took second and third spots; respectively.

The 1985 Flying W's Spring Series is having problems getting underway. The first race was scheduled for February 24 but it had to be postponed until April 28th because half the track was still under snow. So the scheduled second race became the actual first race.

For this one, somehow the word got around that the snow was still in Winnemucca so the turnout was very light. Only 50 riders signed up. That's too bad because the snow was pretty much gone, the weather was fine (except for a little sprinkling late in the day), and the track layout was one of the best ever done by the Flying W's.

One top District 36 Pro, Jeff "Crazy" Cloutier (Kaw) did show up. However, he jumped the starting gate in his first moto and was penalized a lap. That made Cloutier *really* crazy so he decided to ride his second moto. That seemed to be not a wise decision since, even with his one-lap penalty, Cloutier had officially finished fourth. So, if he had won the second moto, his overall score probably would have been high enough to earn a dollar or two and a District point or two.

Anyway, the rest of the Experts put on a good race. In the first moto, Schaacht and Brown (in Dazzling pink leathers) chased Maga to the checkered in that order. In their second moto, Schaacht got the holeshot but Maga and Brown got around when he mired himself in a dusty corner. The two leaders then engaged in a good elbow-to-elbow battle. It was hard, clean dueling while trading the lead back and forth. Finally Brown tired and Maga had the last couple of laps to himself. After Cloutier's penalty was counted, final scores were Maga 1-1, Brown 3-2, and Schaacht 2-3.

There was also close racing to be seen in the Vets race Hawthorne's Russ Wyant and Elko's Jeff Carson fought each all the way. Wyant won both motos.

Among the 125cc Novices, Brian Elder (Kaw) rode a mighty good race as he mopped up the class in both motos.

Results

EX/JR: 1. R. Maga (Suz); 2. T. Brown (Hon); 3. E. Schaacht (Hon).

250/OP NOV: 1. M. Smith (Suz); 2. D. Maga (Suz); 3. J. Grey (Kaw).

125 NOV: 1. B. Elder (Kaw); 2. C. Strong (Yam); 3. P. Dick (Kaw).

VET/OT: 1. R. Wyant (Hon); 2. J. Carson (Hon); 3. T. Muto (KTM).

MINI: 1. B. Leone (Suz); 2. C. Olsen (Kaw); 3. B. Smith (Hon).

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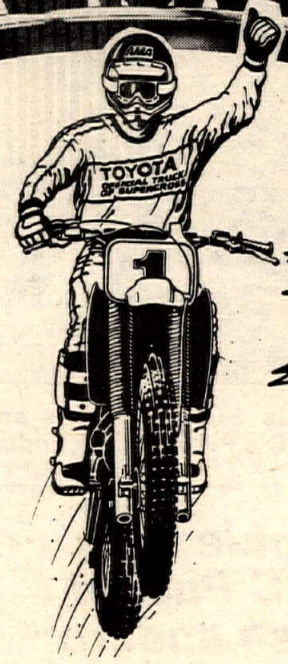

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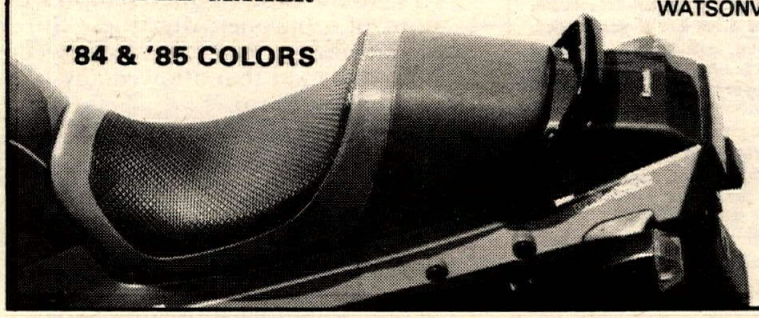

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PHOTO BY ACTION PHOTOGRAPHIC

Donnie Simmone was second at CRC's Pucker Bush Enduro.

Winkle wins CRC Pucker Bush enduro

By Bill Herndon

RAND, CA, MAR. 10

Former unknown O/A Vet Greg Winkle, took his Honda to the overall win at the California Racing Club Pucker Bush Enduro, with a score of 3.214 minutes dropped. Taking second in his best finish yet was Donnie Simmone. The softspoken 17-year-old Fresno high school junior has made relentless advances recently, and missed the overall by just seven seconds!

Perhaps the most stunning ride of today was that put in by 250cc A Vet Lowell "Spoof" Spiva. Getting to the start line without his lead rider Tom Cole proved a minor panic when Spiva stated "I can't time-keep," as he had never done his own before. In addition, he was riding an underpowered and definitely underhandling XR250 Honda. Nevertheless, he fooled everyone by putting in his best ride ever — third overall, first in class, and an instant transfer to AA.

The first loop started in the Slate Mine Hills above Rand, with check one at 6.7 miles in a makeable 30mph section overlooking Kohn Dry Lake. At approximately seven miles, the ribbon turned down a canyon to Fremont Valley, past the alfalfa fields at the 17 mile marker, and skirted the old Park "C" pit area (used heavily in the old days for enduros). Near the 29 mile point, the course went up a canyon through the Cal City "Rollers" in the third of three 30mph sections of loop one. After these three on-the-gas sections, the course went up a dirt road that allowed any late riders to catch up.

Instead of ending there, the cake frosting came when the course jumped into a special virgin section about five miles long featuring (sometimes less than) handlebar-width bushes, to the finish.

Last month's overall loop one winner Brett Bainbridge made it two in a row, dropping just .006 seconds. First "C" Mini Joey Toste was second, just beating first "B" Mini Lori Beetree.

Loop Two featured two special tests, and lots of the area's natural phenomena — slate rocks. The Barbender's check came at 4.4 miles, 1.2 miles into the 36mph "special." It was here that the surprising Lowell Spiva came within one second of the overall win with a .00 second score on his card.

The following reset at Government Peak gave riders a panoramic multiple view: Kohn Dry Lake, Fremont Valley, the old mining town of Randsburg, Johannesburg, the alfalfa fields and Red Mountain itself. A 12mph speed then took riders down a renowned, but switchbacked, gravelly mine road. This rarely used road passed the Yellow Astor Gold Mine ($30 million of gold mined), famous in the early 20's. Passing the slightly less famous Blue Moon Tungsten Mine at the bottom, the course doubled back to Government Peak.

After the real hard right at the Smiley poster, the scenic look-and-see tour ended, and the trail pace picked up to 24mph at 27.9 miles. Loop Two's second special test hit at 33.5 miles. Starting at Deadman's Canyon, it would be around a wide variety of surfaces and all the way back to Government Peak Jr. with a check at 37.1 miles. A speed reduction to 21mph let many get back on time to the finish check, in the hills overlooking camp.

An equal sampling of A, B and C riders indicated most felt similar to B rider Perry Eichner, who stated "It was simply an outstanding enduro." Hard-to-please AA riders Jim Bollingmo and Heath Hibbard co-stated "It was perfect. The course had well laid-out terrain, excellent checks that really had you challenged." Woman's A winner, and a legend in her own time, Dana Bell simply said "It was just fantastic."

Results

1. Greg Winkle (Hon); 2. Donnie Simmone (Kaw); 3. Lowell Spiva (Hon); 4. John Ferro (Hon); 5. Mike Hastings (KTM); 6. Jack Simmerman (Yam); 7. Jim Bollingmo (Yam); 8. Jack Labrum (Yam); 9. Billy Throckmorton (Kaw) 10. Heath Hibbard (Yam); 11. Bruce Boring (KTM); 12. Jim Tessano (Hon); 13. Dean McCoy (Hon); 14. Ken McAllister (KTM); 15. Bill Kennedy (KTM); 16. Bob Burtis (KTM); 17. Chris Stapleton (KTM); 18. Joe Wilson (Yam); 19. Mike Johnson (Hon); 20. Harry Keast (C-A).

Anderson, Allard, smash Cheyenne MX

By Larry Johnson

CHEYENNE, WY, MAR. 10

Scott Anderson topped the 125cc Amateur class, and Ted Allard took the overall as the Cheyenne Cycle Club hosted their first Sports Riders Association of Colorado (SRAC) event in Cheyenne, Wyoming.

In the first moto, Anderson outdragged everyone to the first turn, but was quickly passed by Jim Ruterbories and H. C. Ryberg. Then Ruterbories missed the doubles, allowing Ryberg and Anderson to pass. Soon after, Scott Obenchain passed the Ruterbories-Anderson battle and swiftly closed on Ryberg's five-second lead. One lap later, Obenchain sped past Ryberg and roared on to an easy win. Ryberg faded fast, yielding to both Anderson and Ruterbories at the finish.

Anderson took an early lead in moto two, and diced with David Koskella for the position during the first five laps. Ruterbories followed behind in third. Obenchain made a wild charge through the pack, reaching sixth place, only to crash with two laps remaining. Meanwhile, Koskella took over the lead and began to pull away. Anderson was left to fight with Ruterbories for second place, and the battle ended at the finish line doubles: Ruterbories last-gasp leap a wheel-length short. Anderson's 2-2 score handed him the overall victory in the class.

Ted Allard and Jeff Blakeley battled from flag-to-flag in both their Open Novice motos. Blakeley led Allard for all of moto one, but the lead was slim — never more than a few bikelengths. Allard reversed the order in round two as Blakeley pressed but never passed, giving Allard the overall victory.

Senior Novice Jim Anderson put together second-place finishes to win his class. Ted Hardy captured an early lead in moto one, but lost it on the second lap to Jim Hecht. A battle developed for second place between Anderson, Hardy, and Dave Galloway, and on lap four Anderson and Galloway were both able to pass Hardy. Moments later, Hardy outjumped Galloway to regain third, and Galloway stalled to lose the position for good.

In moto two, Hardy won the holeshot but missed the first turn, allowing Galloway to nab the lead. Galloway never looked back, and Anderson spent the entire moto challenging Tom Hamm for second place, and he finally nailed the position on the last lap. Hardy's day ended when he crashed hard trying to come back.

Results

60 NOV: 1. Brian Diehl (Kaw); 2. J.P. Thibodeau (Kaw).
60 AM: 1. Shawn Morgan (Kaw).
80 NOV: 1. Tom Greenlee (Hon); 2. Chuck Jensen (Kaw); 3. David Stockdale (Kaw).
80 AM: 1. Troy Lessar (Hon); 2. Darrin McKnight (Kaw); 3. Jason Clark (Kaw).
80 EX: 1. Jared Ramsour (Kaw).
125 NOV: 1. Rick Greenlee (Yam); 2. Kyle Murdock (Hon); 3. Joe Kazimir (Kaw).
125 AM: 1. Scott Anderson (Kaw); 2. Jim Ruterbories (Yam); 3. David Koskella (Suz).
125 PRO: 1. John Smith (Kaw); 2. Kevin McKnight (Kaw); 3. Steve Kyle (Kaw).
250 NOV: 1. Chris Marks (Suz); 2. Brent Kraemer (Suz); 3. Bill Tully (Yam).
250 AM: 1. Dexter Lane (Yam); 2. Darrell Denning (Hon); 3. Jeff Rote (Hon).
OPEN NOV: 1. Ted Allard (Yam); 2. Jeff Blakeley (Yam); 3. Marvin Romkee (Yam).
OPEN AM: 1. Paul Needels (Yam); 2. Terry Bolton (Yam).
OPEN PRO: 1. Dave Newell (Kaw); 2. Chris Sundstrom (Hon); 3. Jim Thompson (Hus).
VET NOV: 1. Don Eckhardt (Suz); 2. Gene Lucas (Hon).
VET AM: 1. Don Doubleday (Yam); 2. Don Yost (KTM); 3. Ben Slater (Suz).
VET EX: 1. Richard Dostal (Hon); 2. Curt Becker (Kaw); 3. Terry Frydendall (Yam).
SR NOV: 1. Jim Anderson (Kaw); 2. Dave Galloway (Yam); 3. Ken Hecht (KTM).
SR AM: 1. Daid Rockwell (Hon).
SR EX: 1. Curt Becker (Kaw).

Crane, Miller clobber Corvallis short track

By Clay Light

CORVALLIS, OR, MAR. 9

AMA Experts Frank Crane Jr. and Scott Miller clobbered the big-bore classes at Benton County Fairgrounds in Corvallis. Crane won the Open A main while Miller topped a thrilling Open Pro main event. Doug Cassle made a return to racing pay off by making shambles of the 250cc Pro main.

Honda-mounted Tom Miller rode his CR125 into the lead at the start of the 125cc A main and rode spectacularly in his debut ride at the facility and took advantage of a penalty-area start by class dominator Brian Riley (Hon) to take a commanding lead in the 10-lap final. Yamaha rider Lincoln Volkner came through traffic at a rampant pace but couldn't find a way around Miller, who went on to win; Riley finished third.

Steve Loraine (Hon) has been on a roll of late and once again took the win in the 250cc A main event to add to his three-lap trophy dash laurels. Loraine motored away from the field only to have Gerry Otto (Yam) move into second and battle for the lead to the finish. Loraine took a well-deserved win over Otto, Pat Munyon and Tricia Lyons.

Cassle (Adams Cycle Supply/Kaw) took the 250cc Pro main lead at the

snap of the rubberband and fought off AMA Junior Steve Kendig, Otto and Munyon on lap one. Cassle got extra breathing room when Kendig repeatedly slid out on a borrowed Yamaha. Cassle rode to an easy win; Otto closed the gap on the last lap but ran out of time and cruised across the line for second-place cash.

Karey Krahel (Yam), Crane and Yamaha-mounted Jay Terry led the first of 10 laps of Open A main racing but after a lap it was Crane pushing his Simpson/Hap Jones/Bilbo Baggins/Crane Ent. Honda 600 into a lonely lead. Heat winner Mike Oglesbee (Hon) rallied from last to swoop-up Novice Keith Barnhardt to nab second and set out after Crane. A pileup ended action prematurely — Oglesbee and Kendig (Hon 500) triggered the crash which caused a single file restart. On the re-take it was Crane romping off the line and never looking back to cominate the remaining five laps for a big win over Oglesbee, Barnhardt, Terry and Krahel.

Trak-Tak/Crane Ent. Miller Performance/Darrell Haskins-sponsored Scott Miller sat the pole for the most exciting main event of the evening which was the 20-lap Open Pro main. Miller won his heat race as well as the trophy dash and took off where he left off at the start of the final. Oglesbee, Kendig, Mike Huffman (Yam 500) and Crane made up a Expert/Junior battle for top positions on laps one through five, but after that it was the miller show as the third-year Expert put the pack to his mercy. Crane and Kendig displaced Oglesbee to fourth at the half and fought to the bitter end for runner-up, well behind winner Miller. Kendig held on for second ahead of Crane, Oglesbee, Chuck Glender (Hon 500) and Huffman.

Results

OPEN PRO: 1. Scott Miller (Yam); 2. Steve Kendig (Yam); 3. Frank Crane (Hon).
250 PRO: 1. Doug Cassle (Kaw); 2. Gerry Otto (Yam); 3. Pat Munyon (Bul).
OPEN A: 1. Frank Crane (Hon); 2. Mike Oglesbee (Hon); 3. Keith Barnhardt (Hon).
250 A: 1. Steve Loraine (Hon); 2. Gerry Otto (Yam); 3. Pat Munyon (Bul).
125 A: 1. Tommy Miller (Hon); 2. Lincoln Volkner (Yam); 3. Brian Riley (Hon).
80 A: 1. Ryan Anderson (Kaw); 2. Becky Buschaw (Kaw).
60 A: 1. Mike Fetty (Yam); 2. Justin Lawrence (Yam).
TROPHY DASH
OPEN PRO: 1. Scott Miller (Yam).
250 PRO: 1. Doug Cassle (Kaw).
OPEN A: 1. Mike Oglesbee (Hon).
250 A: 1. Steve Loraine (Hon).
125 A: 1. Brian Riley (Hon).
80 A: 1. Ryan Anderson (Kaw).
60 A: 1. Mike Fetty (Yam).

Zitterkopf takes two at SMX Perris

By Terry Whytal

PERRIS, CA, MAR. 10

Honda-mounted Greg Zitterkopf pulled off a convincing four moto sweep of both the 250cc and Open Pro classes today at SMX's Perris MX. Zitterkopf was clearly the fastest rider on the rugged Perris track and opened safe 10-second leads in each race before switching to cruise control and motoring to the checkers.

Chasing Zitterkopf to the flag in both Open Pro motos was Cagiva factory rider Ron Turner back on the gas after a series of injuries. Turner rode his Italina mount to the runner-up slot in both motos with former National Champ Gary Jones placing third on a four-stroke Husky.

Honda rider Don Turk and Yamaha pilot Colin "Bones" Ryan provided most of the competition for Zitterkopf in 250cc Pro action. Turk and Ryan split the number two finishing position by moto with Turk getting the overall second place share of the cash

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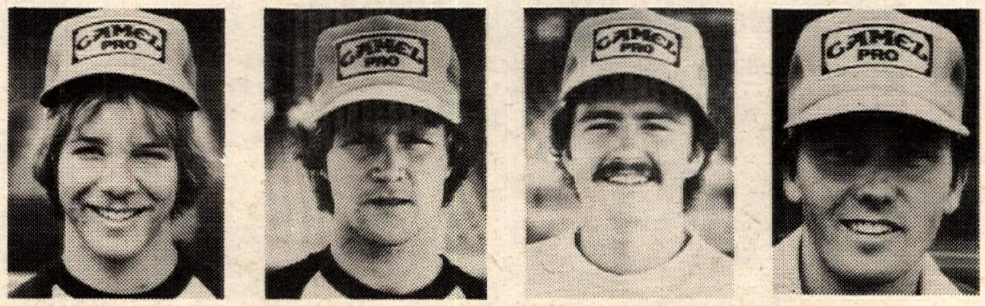

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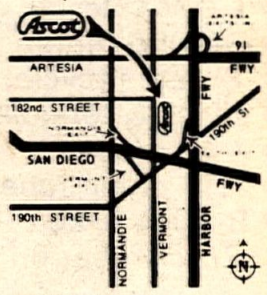

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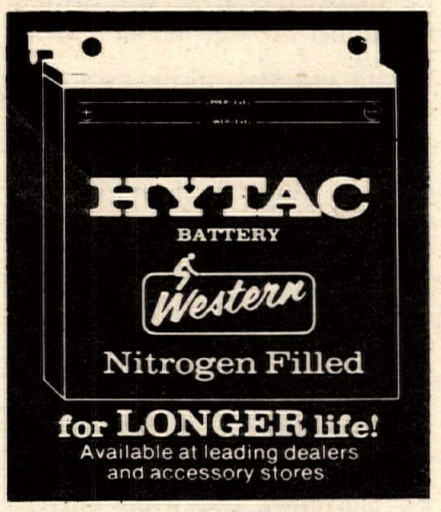

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PHOTO BY TERRY WHYTAL

Greg Zitterkopf was the man to beat during the SMX event at Perris Raceway. He won all four motos in the 250cc and Open Pro classes.

by virtue of the better second moto placing. Ryan picked up third, while Suzuki rider Ernie Becker placed fourth.

Taylor Marcell rode his Kawasaki to the 125cc Pro class win reaching the checkers first in each moto despite tough competition from Turner, Suzuki pilot Ross Maeda and Yamaha rider Mark Filler. Filler held on to place second at days end as Turner picked up third and Maeda had to settle for fourth slot.

Jim Hawkins Jr. cleaned up the 250cc Novice class with a two moto sweep on board his Honda CR. Yamaha pilot Danny Critser pressured Hakins in both motos while fending off challenges by Honda-mounted Ulf Johansson. Critser earned the runner-up honors for the day as Johansson picked up third.

Results

OPEN PRO: 1. Greg Zitterkopf (Hon); 2. Ron Turner (Cag); 3. Gary Jones (Hus).
250 PRO: 1. Greg Zitterkopf (Hon); 2. Don Turk (Hon); 3. Bones Ryan (Yam).
125 PRO: 1. Taylor Marcell (Kaw); 2. Mark Filler (Yam); 3. Ron Turner (Cag).
250 INT: 1. Tony Strangio (Kaw); 2. Brett Dubcan (Hon); 3. Gordon Bell (Hon).
125 INT: 1. Gary Lacy (Kaw); 2. David Church (Kaw); 3. Darin Moroda (Suz).
VET EX: 1. Paul Thede (Suz); 2. Al King (Suz); 3. DeWayne Jones (Yam).
VT NOV: 1. Richard Wilson (Yam); 2. Tom Coleman (Kaw); 3. Mike Carver (Hon).
OPEN NOV: 1. Patrick Mullis (Hon); 2. Greg Whitfield (Yam); 3. Helena Leitner (ATK).
250 NOV: 1. Jim Hawkins Jr. (Hon); 2. Danny Critser (Yam); 3. Ulf Johansson (Hon).
125 NOV: 1. Bobby Williams (Kaw); 2. Kelly Pichell (Kaw); 3. Rob Williams (Yam).
250 BEG: 1. Don Moore (AHK); 2. Ron Lingo (Yam); 3. Carl Reth (AHK).
125 BEG: 1. Woody Matte (Hon); 2. Jacen Rutt (Yam); 3. Jason Jones (Yam).
MINI INT: 1. Duddy Artunez (Suz); 2. Paul Cortez (Yam); 3. Wesley Klein (Kaw).
MINI BEG: 1. Mark Brady (Kaw); 2. Prax Cruz (Suz); 3. Johnny Cole (Hon).
60: 1. Jimmy Williams (Kaw); 2. Mike Resar (Yam); 3. Jason Resar (Yam).

Ehlers takes CRC Corona MX

By Cathy Barbacovi

CORONA, CA, MAR. 10

Ken Ehlers put on a strong show in the Vet Expert class, and Juan Benavidez blasted the 500cc Pro class in CRC motocross action at Corona Raceway in Corona, California.

Just the day before, Marino Bastionell won the Old Timer's Nationals at DeAnza Cycle park. Today he was out again, entering in the Veteran Expert class. Bastionell lost to Peter Dill last week, and today it was Ken Ehlers who upset him.

Marino took the first moto holeshot, but his lead was brief as he drifted into a muddy section. Ehlers took full advantage of this, and blasted by to take the first-moto win over Ken Kulluson and Marino.

Ehlers again held the lead in the opening of the second moto. All the while, Marino was just a bikelength behind and ready to pounce. Then Bastionell made his move, soaring off a jump and catching Ehlers off guard. Marino then roared past the pair, and maintained the lead all the way to the checkered flag. Ehlers finished second ahead of Kulluson.

Ehlers' 1-2 tally gave him the overall win, and Marino's 3-1 score earned him second overall.

Making a fine comeback to motocross was Juan Benavidez, who took it all in the 500cc Pro races. He rode a Honda that he was unfamiliar with, yet still pulled off the win.

In the first round it was Mike Balzer who held the early lead. Then Benavidez moved to challenge, and, sure enough, pulled past Balzer for the lead. Benavidez was able to maintain his lead and take the first moto win.

Benavidez went on to land the final moto win, giving him a perfect score for the top gold. Balzer was again in the runner-up seat, and took second overall.

Brent Shery downed Jon Zahrt last week at Perris, but today he couldn't tag Ti Swartz in the 250cc Pro class. Swartz won first in both motos, awarding him a very clean win. Shery went 2-5 to ultimately take fourth, behind second-place rider Kip Sandell and third-place winner Greg Nash.

PJ-1-sponsored Jacob Swain was out to sweep the 60cc class — and came close to doing so. Swain won the first moto with the greatest of ease, ahead of second-place Dennis Dahlin.

In the final moto, Swain held the lead until he made a major mistake; bailing his Kawasaki over the double jumps. His handlebars were tweaked so badly that the bike looked like it was set up for flat track rather than motocross. Dahlin went on to take the win, though he was actually the only Intermediate on the track. Swain still took the 60cc Expert win, falling short of the combined-class overall victory.

Billy Nielsen won the 125cc Intermediates last week, but today he won the first moto, and met with disaster in the second. Nielsen had trouble seeing because of mud on his goggles, and he took them off — only to have an Open bike spray him in the eyes. Nielsen crashed shortly thereafter, and that was all he wrote. Eric Clemson went on to become the overall winner, with Scott "The Kid" Murphy placing second.

Results

PEE WEE: 1. Pablo Lara (Yam); 2. Chris Wheeler (Yam); 3. Robby Hammond (Yam).
60 O-8: 1. Pablo Lara (Kaw).
60 NOV: 1. Eric Haug (Kaw); 2. Brian Visca (Hon).
60 EX: 1. Jacob Swain (Kaw).
60 INT: 1. Dennis Dahlin (Kaw).
80 STK BEG: 1. David McLeod (Kaw); 2. Justin Souza (Hon); 3. Jason Kawell (Kaw).
80 STK BEG #2: 1. Gary Brinkmeyer (Yam); 2. Steven Foster (Kaw); 3. Dane Broesel (Kaw).
80 STK NOV: 1. Robbie Perez (Kaw); 2. Erich Broesel (Kaw); 3. Darin Green (Yam).
80 STK INT: 1. Robert Shipman (Kaw); 2. Bubba Erickson (Kaw); 3. Erick Hilton (Yam).
80 STK EX: 1. Steven Kotajarvi (Kaw).
80 MOD BEG: 1. Justin Souza (Hon); 2. Ben Phalen (Kaw); 3. Norman Gaumond (Yam).
80 MOD NOV: 1. Guy Deckert (Kaw); 2. Scott Bristol (Kaw); 3. Eddy Gaumond (Yam).
80 MOD INT/EX: 1. Bubba Erickson (Kaw); 2. Erick Hilton (Yam); 3. Robert Shipman (Kaw).
125 BEG #1: 1. Phillip Alamangos (Suz); 2. Tim Brown (Kaw); 3. Troy Joslin (Kaw).
125 BEG #2: 1. Doug Miller (Hon); 2. Steven Tucker (Hon); 3. Brandy Schmidt (Hon).
125 NOV: 1. Doug Allen (Kaw); 2. Paul Matthews (Kaw); 3. Rob Carpenter (Kaw).
125 INT: 1. Eric Clemson (Yam); 2. Scott Murphy (Kaw); 3. B.J. Millspaugh (Kaw).
125 PRO: 1. Chris Taylor (Yam); 2. Alex Lopez (Kaw); 3. Ray Groom (Yam).
250 BEG: 1. Greg Wolfe (Hon); 2. John Singletary (Yam); 3. Robert Muckelrelroy (Yam).
250 NOV: 1. Ed Tynismaa (Suz); 2. Daren Briggs (Hon); 3. David Bagwell (Hon).
250 INT: 1. Bruce Harecrow (Hon); 2. Tom Brown (Hon); 3. Kenny Maddux (Yam).
250 PRO: 1. Ti Swartz (Yam); 2. Kip Sandell (Kaw); 3. Greg Nash (Suz).
500 BEG: 1. William Lawton (Suz); 2. Keith Vitale (Hon); 3. Larry Bergstrom (Yam).
500 NOV: 1. Eric Barr (Hon); 2. Don Abdella (M*); 3. Jeff Bragia (Hon).
500 INT: 1. Mark Jones (Hon); 2. Robert Tippit (Kaw); 3. Jeff Clausen (Hon).
500 PRO: 1. Juan Benavidez (Hon); 2. Mike Balzer (Yam); 3. Bob Watson (Kaw).
VET JR: 1. Greg Rogers (Hon); 2. Kevin Sexton (Suz); 3. Jack Allen (Yam).
VET INT: 1. Errol Leduc (Suz); 2. Bill Dennis (Hon); 3. Paul Wilde (Yam).
VET EX: 1. Ken Ehlers (Yam); 2. Marino Bastionell (Suz); 3. Ken Kulluson.

Kazimir, Vahsholtz blitz S.R.A.C. MX

By Larry Johnson

COLORADO SPRINGS, CO, MAR. 3

Joe Kazimir and Clint Vahsholtz were undaunted by the cold, windy conditions present for the Sports Riders Association of Colorado inaugural MX event of 1985.

Kazimir took his KX to two easy wins in the 125cc Novice class. He won moto one by 12 seconds over Rick Greenlee, while Barry Boylan beat Mike Guinn for third on the last lap. Boylan held the early lead in moto two ahead of Kazimir before dropping out and allowing Kazimir to coast home ahead of Guinn and Scott Wiatrak, who finished second and third overall, respectively.

Vahsholtz also rode his KX to double moto wins in the 80cc Novice class. He took the holeshot in moto one and held the lead to the checkers over Mike Koskovich and George Peasley. Peasley grabbed the early lead over Vahsholtz in round two but crashed on the second lap. Vahsholtz cruised to the victory ahead of second and third overall finishers Koskovich and Brendon Johnson.

Billy Tully and Brent Kraemer swapped wins in the 250cc Novice class, with Tully's second moto victory the clincher for overall honors. Kraemer led all of moto one, as Tully worked through traffic to challenge Kraemer before fading on the last lap. Tully got revenge in the second go-round by leading from flag-to-flag. Kraemer spent the first part of the

race trying to get around Rob Kerven. He eventually did, but was well off Tully's pace. Kerven put together a pair of thirds for third overall.

Results

60 NOV: 1. Brian Diehl (Kaw).
60 AM: 1. Shawn Morgan (Kaw).
80 NOV: 1. Clint Vahsholtz (Kaw); 2. Mike Koskovich (Kaw); 3. Brendon Johnson (Yam).
80 AM: 1. Scott Chisman (Yam); 2. Chad Wollaston (Kaw).
80 EX: 1. Jared Ramsour (Kaw).
125 NOV: 1. Joe Kazimir (Kaw); 2. Mike Guinn (Hon); 3. Scott Wiatrak (Kaw).
125 AM: 1. Brant McCoy (Yam); 2. David Koskella (Suz); 3. Terry David (Kaw).
125 PRO: 1. Tim Buchli (Yam); 2. Barry Carson (Yam); 3. Boden Soderbeck (Hon).
250 NOV: 1. Billy Tully (Yam); 2. Brent Kraemer (Suz); 3. Rob Kerven (Hon).
250 AM: 1. Derek Brown (Kaw); 2. Jerry Mason (Kaw); 3. Dean Wilfong (Hon).
250 PRO: 1. Chris Sundstrom (Hon); 2. Tom Weaver (Suz); 3. Dave Wollaston (Suz).
OPEN NOV: 1. Shane Daniels (Yam); 2. Kirk Alexander (Hon); 3. Marvin Romkee (Yam).
OPEN AM: 1. Paul Needels (Yam); 2. Lyman Green (Yam).
VET NOV: 1. Greg Masters (Kaw).
VET AM: 1. Don Doubleday (Yam).
VET EX: 1. Don Cash (Yam).
SR NOV: 1. Dave Galloway (Yam); 2. Ken Miller (Kaw); 3. Jim Yehl (Hon).
SR AM: 1. Bobby Hancock (Kaw).
SR EX: 1. Dave Wollaston Sr. (Suz).

Tiger mauls Washington hare scramble

By Paul Nielsen

BELLINGHAM, WA, MAR. 3

Tiger Wingert crossed the border into Washington, for the second straight week to take overall laurels at the hare scrambles held on Karuza's Ranch.

A frost covered course awaited the riders for practice, but at 10 o'clock a slick long ride was in store. Two hours for the B and C class, three for the A and over 35 class.

The start was a dead engine, straddle the fender type. The A and over 35 first, B and C class next. A cow pasture served as the starting grid and card punching station, as well as pitting area.

Dave Boehn of Aldergrove B.C. came in first aboard a new 250KX, the next lap however saw Wingert first, John Nielsen second and a familiar pattern appeared to be in the making — four minutes and two miles of tight slick trails later, Nielsen was leading. Tiger took over in the fifth lap and held position 'til lap 14 when Nielsen regained the lead. At times, they hit the checkpoint simultaneously and the quickness of the punch card person determined who was ahead. They swapped leads often and on the 25th lap, Tiger took the lead and held on. The Wingert and Nielson pit crews suffered from anxiety and stress from viewing this contest for three hours and forty-four laps.

In the under 200cc A class, Dan Dillon traveled across state from Spokane, Washington, to ride the event and took home first place. Dillon liked the course and said they don't have these kind of events around Spokane.

Paul Mernaugh rode his new 400WR Husky to first place in the over 200cc B class. Howard Knowlton took second.

Lyle Duronso won the over 35 class and was third overall with 42 laps. Gene Brown (Hus) took second.

Paul Fischer with a convincing win over the rest of the field took first in the over 200cc C class and will be advanced to B; Gary Turner claimed second. •

Results

OVER 200 A: 1. Tiger Wingert; 2. John Nielsen; 3. Dave Buehn.
UNDER 200 A: 1. Dan Dillon.
OVER 200 B: 1. Paul Mernaugh; 2. Howard Knowlton; 3. Troy Green.
UNDER 200 B: 1. Errol Borsky; 2. Jerry Davick.
OVER 200 C: 1. Paul Fischer; 2. Gary Turner; 3. Garry Radford; 3. Mark Mitchell.
UNDER 200 C: 1. Lance Mortensen; 2. Mathew DuVall; 3. Ray Amos; 4. Brad Erdahl; 5. Don Peter.
OVER 35: 1. Lyle Duronso; 2. Gene Brown.

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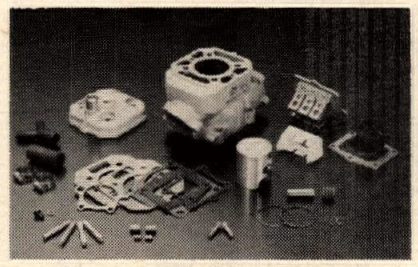

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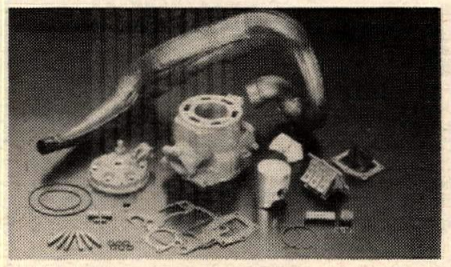

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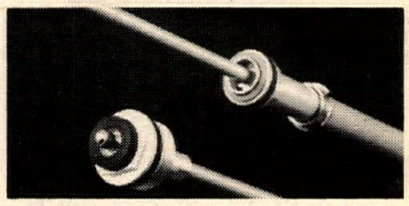

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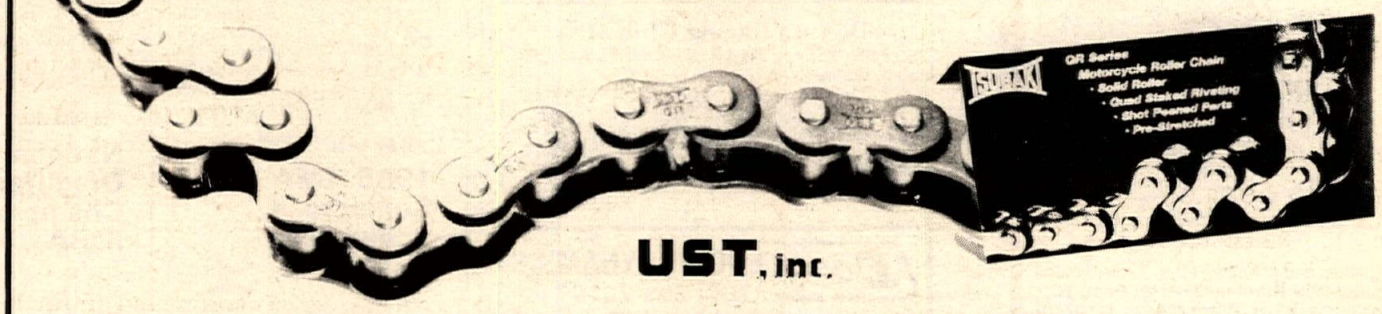
- "PIZZA" JOHN MAFARO . . . #1 Pro Stock Gator Nationals
- KEVIN CLEARY . . . #1 Pro Dragster AMA Dragbike "Hog Nationals"



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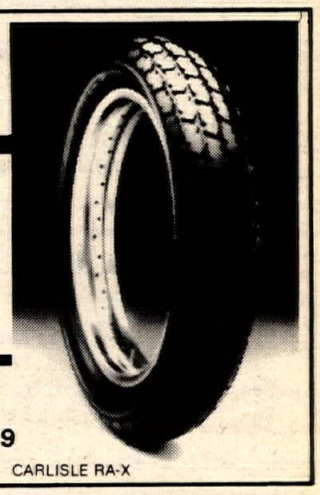

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April 14
G.P., Corral Canyon
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April 28
MX, Perris Raceway
May 5
G.P., Carlsbad Raceway
Info: (714) 371-6333

SMX Schedule

Sun.	Mar. 31	Corona Raceway
Sat.	Apr. 6	Corona Raceway
Sun.	Apr. 14	Perris Raceway
Sun.	Apr. 21	Corona Raceway

INFO (714) 831-3482

Speedway
March 29
Costa Mesa

CMC Race With The Best
Hungry Valley — Mar. 31, Apr. 7, 14
Ascot Park — Fri. Nights, Starting April 5
Carlsbad Raceway — 1st/2nd/3rd/4th Sun. ea. mo.
De Anza Cycle Park — 1st Sun. ea. mo.
Sunrise Cycle Park — 2nd/4th Sun. ea. mo.
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calendar

Calendar listings are a free service for **Cycle News** readers and race promoters. All information is the responsibilty of the promoter. We suggest calling to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

1985 AMA Camel Pro Series Schedule

3/30	Gardena, CA
4/13	Sacramento, CA
5/4-5	San Jose, CA
5/11	Gardena, CA
5/18-19	Sonoma, CA
5/26	Springfield, IL
6/1	Louisville, KY
6/7-9	Elkhart Lake, WI
6/9	TBA
6/15-16	Loudon, NH
6/21	Hinsdale, IL
6/22-23	Pocono, PA
6/29	Lima, OH
7/13-14	Monterey, CA
7/27	Du Quoin, IL
8/3-4	Lexington, OH
8/11	Peoria, IL
8/24-25	Indianapolis, IN
8/31-9/1	Brainerd, MN
9/1	Springfield, IL
9/8	Syracuse, NY
9/15	San Jose, CA
9/21	Gardena, CA
9/29	Sacramento, CA

1985 AMA National MX Schedule

3/31	Sacramento, CA
5/26	Mt. Morris, PA
6/2	Atlanta, GA
6/16	Denver, CO
6/23	Los Angeles, CA
7/7	Buchanan, MI
7/28	Binghampton, NY
8/11	Millville, MN
8/18	Washougal, WA

1985 AMA Superbike/ Pro-Am RR C'ship Series

*4/27-28	Willow Springs, CA
5/18	Sears Point, CA
6/8	Elkhart Lake, WI
6/15	Loudon, NH
6/22	Pocono, PA
7/13	Monterey, CA
8/3	Lexington, OH
*8/17-18	Portland, OR
*8/25-26	Sonoma, CA
8/31	Brainerd, MN
*10/19-20	Daytona Beach, FL

*Pro Am Event

1985 AMA Supercross Schedule

4/13-14	Pontiac, MI
4/20	Houston, TX
4/27	Dallas, TX
5/4	Orlando, FL
5/11	Los Angeles, CA
6/8	Chicago, IL

1985 AMA National Enduro Championship Schedule

4/21	Pozo, CA
5/5	Traverse City, MI
5/12	Roselawn, IN
5/26	Tilamook, OR
6/2	Klamath, CA
8/11	Speedsville, NY
8/18	Moorestown, MI
9/15	Lynnville, IN
10/20	McArthur, OH
10/27	Bear, DE

1985 AMA National Hare Scrambles Series Schedule

4/14	Redding, CA
4/28	Hurricane Mills, TN
5/19	Bruceton Mills, WV
6/16	Hailey, ID
6/30	St. Johns, PA
9/1	Millville, MN
10/13	Sugar Grove, OH

AMA/NATC National Observed Trials C'ship Series

4/13	Muenster, TX
4/14	Sand Springs, OK
5/25	Wichester, TN
5/27	Pigeon Forge, TN
6/1	East Greenwich, RI
6/2*	East Greenwich, RI
8/24-25	Donner Pass, CA
8/31	Butte/Bozeman, MT
9/2	Salt Lake City, UT

*FIM World Championship Round

AMA/Dragbike! National C'ship Series

3/30-31	Atlanta, Ga
4/20-21	Bradenton, FL
4/27-28	Sacramento, CA
5/4-5*	Roxborough, NC
5/18-19	Palmdale, CA
5/25-26	La Rue, OH
6/1-2	St. Louis, MO
6/15	Rising Sun, MD
6/21-23*	Long Pond, PA
6/22-23	Union Grove, WI
6/29-30	Fremont, CA
7/13-14	Medford, OR
7/13-14	Cedar Falls, IA
7/21	Kent, WA
7/20-21*	Syracuse, NY
7/27-28	Columbus, OH
8/3-4	Union Grove, WI
8/7-9	Sturgis, SD
8/17-18	Redding, PA
8/25*	Carlsbad, CA
9/2	Brainerd, MN
9/8	Byron, IL
9/14-15	Lancaster, NY
9/28-29*	Prescott, AR
10/6-7	Fremont, CA
10/13-14	Palmdale, CA
10/21	West Palm Beach, FL
10/27-28*	Atmore, AL
11/2-3	Houston, TX
11/16-17**	Gainesville, FL
11/30-12/1	Phoenix, AZ

*⅛-mile track
**National C'ship Finals

National Drag Racing Championships NMRA/NHRA

*5/25-26	Baton Rouge, LA
6/1-2	Warner Robbins, GA
6/22-23	East Haddam, CT
7/TBA	Columbus, OH
*7/13-14	Englishtown, NJ
*8/31-9/2	Indianapolis, IN
10/5-6	Atco, NJ
*10/19-20	Pomona, CA

*Pro Stock Only

National Drag Racing Championships IDBA

4/13-14	Gulfport, MS
5/18-19	Louisville, KY
6/15-16	Cincinnati, OH
7/13-14	TBA
8/10-11	Norwalk, OH
9/14-15	TBA
10/12-13	Gulfport, MS

1985 SCORE/ HDRA Off-Road Series

3/29-31	Lucerne Valley, CA
6/7-9	Baja International
8/16-18	Riverside, CA
11/8-10	Baja 1000
12/6-8	Frontier 500

WERA National Endurance Series (RR)

4/13	Indianapolis, IN (6 hr)
5/25	W. St. Louis, IL (5 hr)
6/1	Summit Point, WV (8 hr)
6/15	Long Pond, PA (8 hr)
6/22	Pueblo, CO (6 hr)
7/13	Loudon, NH (6 hr)
8/3-4	Nelson Ledges, OH (24 hr)
8/17	Braselton, GA (8 hr)
8/24	Beloit, IL (6 hr)
9/7-8	Rosamond, CA (24 hr)
9/14	Faulkville, GA (6 hr)
10/5	College Station, TX (8 hr)
11/7-10	Braselton, GA (6 hr)

WERA Road Race Schedule Series

4/27-28	Roswell, NM
4/20-21	TBA, TX
5/18-19	TBA, TX
6/22-23	TBA, TX
7/20-21	TBA, TX
8/17-18	TBA, TX
9/14-15	TBA, TX
10/5-6	College Station, TX
10/26-27	TBA, TX

AMA Amateur/ Youth MX National Finals

8/13-17	Hurricane Mills, TN

CMC Four-Stroke C'ships

5/5	Carlsbad, CA
9/1	Perris, CA

CMC Four-Stroke Nationals

12/1	Carlsbad, CA

FIM World C'ship Road Race Series

5/5	Spain
5/19	West Germany
5/26	Italy
6/2	Austria
6/16	Yugoslavia
6/29	Holland
7/7	Belgium
7/21	France
8/4	England
8/10-11	Sweden
9/1	San Marino

World C'ship Endurance Road Race Series

6/9	Italy
6/23	Austria
7/28	Japan
8/17-18	Belgium
9/7-8	West Germany
9/14-15	France

World C'ship TT Road Race Series

6/1-7	Isle of Man
6/29	Holland
7/7	Portugal
7/13-14	Spain
8/17	Northern Ireland
9/1	Belgium
9/28-29	West Germany

World C'ship Motocross Series

125cc

4/4	Holland
4/14	Italy
4/28	Belgium
6/2	France
6/9	Yugoslavia
6/16	Czechoslovakia
6/30	San Marino
7/7	Holland
7/14	Finland
7/28	Portugal
8/18	Argentina
8/25	Brazil

250cc

4/14	Switzerland
4/21	Austria
5/5	Italy
5/12	Belgium
5/19	Czechoslovakia
6/16	France
6/23	Spain
7/14	UNADILLA, NY
7/21	Holland
8/4	Soviet Union
8/11	West Germany

500cc

4/14	Austria
4/21	France
5/5	Sweden
5/12	Finland
6/2	Italy
6/9	Spain
6/16	Holland
6/30	CARLSBAD, CA
7/14	England
8/4	Belgium
8/11	Luxemburg
8/25	Switzerland

Sidecar

3/31	West Germany
4/14	France
4/28	England
5/5	Finland

5/12	Sweden
5/19	Holland
6/2	Switzerland
6/23	Belgium
8/18	Austria
9/15	Italy

World C'ship Trials Series

4/14	France
6/2	EAST GREENWICH, RI
6/16	Austria
6/23	Poland
8/25	Finland
8/31	Sweden
9/8	Switzerland
9/15	West Germany

Other Major FIM Events

6/15	Pairs Speedway C'ship Finals Rybnik, Poland
8/10	Team Speedway C'ship Finals LONG BEACH, CA
8/31	Indiv. Spdwy. C'ship Finals Bradford, England
9/8	Motocross des Nations Gaildorf, West Germany
9/15	Indiv. Long Track C'ship Finals Korskro, Denmark
9/29	Trial des Nations Canzo, Italy
9/30-10/6	ISDE La Molina, Spain

NMA Grand National Final

8/4-11	Ponca City, OK

1985 AFM Tentative Road Race Schedule

3/30-31	Sonoma, CA
4/14	Rosamond, CA
4/21	Sonoma, CA
5/12	Sonoma, CA
5/26	Rosamond, CA
6/8-9	Sonoma, CA
6/30	Rosamond, CA
7/7	Sonoma, CA
7/28	Rosamond, CA
7/28-29	Sonoma, CA
*8/24-25	Sonoma, CA
8/18	Rosamond, CA
9/22	Rosamond, CA
10/6	Sonoma, CA
10/20	Rosamond, CA
10/27	Sonoma, CA
11/22	Rosamond, CA

*Pro-Am Event

1985 ARRA Road Racing Schedule

4/6-7	Rosamond, CA
5/4-5	Rosamond, CA
6/1-2	Rosamond, CA
7/4(6-hour)	Rosamond, CA
7/6	Rosamond, CA
8/3-4	Rosamond, CA
8/31-9/1	Rosamond, CA
10/5-6	Rosamond, CA
11/2-3	Rosamond, CA
11/30-12/1	Rosamond, CA

Kerker Superbike Series and Honda 500cc Interceptor Series Road Races

3/24	Rosamond, CA
4/14	Rosamond, CA
5/26	Rosamond, CA
6/30	Rosamond, CA
7/28	Rosamond, CA
8/18	Rosamond, CA
9/22	Rosamond, CA
10/20	Rosamond, CA

1985 Hi-Point Golden State Enduro Series

4/21	Hi Mountain Enduro (D-37)
4/28	Polecat Enduro (D-36)
5/19	Fool's Gold Enduro (D-36)
11/2-3	CEA Enduro (D-37)

March 27

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-7245.

March 29

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes. 30% trophs to Sptsmn 150% pb to Pros. Gates open 5 pm, prac 6, race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Diablo and Vasco Rds, turn right. All classes. 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. Entry $15, $20 Pro. Adm. $5. Info Tom Anderson. 415/634-3328.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack. Hwy 237 and Great American Parkway, Santa Clara, CA. 33% Sptsmn trophs, 125% pb. Gates open 5 pm, prac 6:30, race 7:30. Entry $12. Info 408/224-4989.

CALIFORNIA AMA HALF MILE
Ascot Park, Gardena, CA. 13th annual Gardena Gold Cup. Standard half-mile for Nov., Jrs., and Experts. Pit gate 5 pm, prac 6, race 8. Entry $9 pit gate, tickets $7.50 and $3.75. Info 213/321-5323 or 323-5055.

March 30

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing ends 8. $7 admission, free pit pass. Info 619/727-1171.

NEVADA 250
Henderson, NV. Silver Dust Racing Spring Fever 250. Bikes and ATVs. 80% pb. Info 702/459-0317.

MOTORCYCLE SWAPMEET
National Orange Showgrounds, San Bernardino, CA. I 215 to Orange Show Rd. exit. Open to public 6 pm-10. Free parking, 1000s of parts and accessories. 24 hour info 714/495-4545.

TEXAS ARENACROSS
Lubbock Municipal Coliseum, Texas Tech University Campus. All popular classes includ. 3-wheel. Trophs thru 5th, $1500 Pro purse. Lots of contingencies. Sign-in 11 am, prac 3 pm, races start 5:30, main event 7. Entry $25 pre, $30 post, $5 general admission. Idalou Jaycees and TNT Raceway. Info 806/892-2131 or 892-2005.

WASHINGTON SHORT TRACK
Seattle Kingdome, Seattle, WA. 35 of the top short track riders. Big 500cc machines. Doors open 6 pm, time trials 7, first event 8. Ticket info call 206/483-9690 or 624-0624.

AMA/D-36 CALIFORNIA FLAT TRACK
Monterey Fairgrounds, Case Verde Way exit off Hwy. 1. All classes includ. ATV and Ody. Gates open 4 pm, prac 5, race 6. Entry $15 Sptsmn, $20 Exp, $7 pit pass. Admission $6 adult, $3 child. Info 408/449-7367.

CALIFORNIA AMA TT STEEPLECHASE
Ascot Park, Gardena, CA. 24th annual national championship 25-lap final on 5/8 mile dirt TT course. AMA/Camel Pro race. Qualify at 5:30 pm, race 7:30. Advance tickets $14-$16 adults and $7-$8 child. Available at Ascot. Info 213/321-5323.

March 29-31

OKLAHOMA AUTORAMA
Great Plaines Coliseum, Lawton, OK. 3rd annual Budweiser Autorama. Info 405/529-2308.

March 30-31

CALIFORNIA MOTORCYCLE TOUR
Start Hutchins Motor Sports, Yucca Valley, CA. Finish, San Felipe, Baja, CA. Pins and awards. 4th annual California San Felipe-Baja Mexico Tour. Write for entry blanks, Hutchins Motor Sports, 55405 29 Palms Hwy., Yucca Valley, CA. 92284.

March 31

AMA/D-36 CALIFORNIA ENDURO
Middle Creek Campground, Upper CA. All classes, no 3-wheel. Club participation trophy. Drawing 3/6. Start 8 am. Entry $16. North Bay M/C. Info or 546-3903.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph. to 5th, $1005 Ex purse, 15 rider min. class. 100% Pro payback. Concessions, camping $2/veh., elec. hookup, gate open all night. Straight-thru program, prac 9:30 a.m., race 11. Entry gate $5, Ama. $10, Ex $20. Info Bill Law 214/882-4215.

ARIZONA CANYON MX
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy., Phoenix, AZ. All classes, 33% Sptsmn troph., 100% Ex. p.b. Info 602/934-5027 (Bob), 583-0575 (Tom).

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10. Int/Ex race 1 p.m. Entry $8 Sptsmn., $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. All classes includ. Pee Wees and Vets. 100% Pro pb. 100% trophs for Pee Wees, 50% for Vets, 30% for Sptsmn, plus contingencies. Entry $15 Pro, $12 Sptmsn. Gates open 7 am, prac 8:30, race 9:30. Membership not reqd. Info 714/924-5859, 653-5840 or 653-7979.

SRA CARLSBAD GP
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., east 3 miles to raceway. All classes plus ATC/Ody. 20% trophs, finisher pins. Entry $15 mail, $20 post. 0-80cc, Sen-Vets and ATC/Ody prac in AM race in AM. 81cc-Open prac in PM, race in PM. SRA license reqd. Info 714/828-1358.

SMX CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes, 33% trophs to sptsmn, cash to Pros. 30 minute motos. Gate opens 7 am, prac 8, first race 9. Memb. reqd. Info 714/831-3482.

CMC CALIFORNIA MX
Argyll Park, 11 miles south of Dixon, CA on Hwy 113. All classes inculd. 3-wheel/Ody. ATVs and 3-wheel run smooth track and TT on completely separate course. There is no conflict with MX. Trophs, 100% Pro pb. 1985 CMC license reqd. Gates open 6:30 am, sign-up 7, prac 7:30, race 9. Entry $15 Jr and Int, $15 plus $5 park fee for Pros. Martinez Racing and Argyll Park. Info 916/678-3592, 678-9956 or 408/370-2590.

CALIFORNIA HILLCLIMB
Carnegie Cycle Park, Livermore, CA. $2000 cash purse. 2nd annual California State Championship Hillclimb. Gates open 8 am, race 10. Entry Stk, Alter Stk and OT $12, Exhibition $35. Info 408/637-6100 or 272-1182.

TEXAS MOTOCROSS
TNT Raceway, Idaloa, TX. 2 miles south of Idaloa on FM 400. All classes. Trophs thru 5, 150% Ex pb. Prac 9:30 am, races start 11. Entry $10 trophy class, $15 Exp. Info 806/892-2005 or 892-2131.

CRC CALIFORNIA MOTOCROSS
Sunrise Cycle Park, Adelanto, CA. All classes. Gate 7 am, prac 8:30, race 9:30. Entry $13 Sptsmn, $15 Pro. Memb. reqd. Info 213/830-7519.

AMA/D-38 CALIFORNIA DESERT RACE
Plaster City West, follow arrows from Ocotillo exit off I-8. All classes includ. ATV and Ody. Finisher awards. Sign-up Sat. 4 pm-?, Sun 6:30 am. Riders meeting 8:30 am. Start 9. 100 Tankslappers miles. Entry $15 each racer. Info 619/427-5759.

CALIFORNIA OBSERVED TRIALS
McCain Valley, approx. 65 miles east of San Diego, CA on I-8. Arrowed from Blvd./Morzanita turn off. All ATA classes and pts. Trophs. Sign-up 9 am, start 10. Entry $12 member, $10 bicycles, $17 non-memb. San Diego Trials Riders/ATA. Info 619/275-0605.

OREGON MONEYCROSS
15 miles north of Grants Pass, OR on I-5. Follow signs. All classes includ. 3-wheel. 25% or better trophs, 100% pb money class. 5 riders make a class. Prac Saturday noon-4 pm. No sign-up after 6:30 pm Sat. Most AMA rules apply. Gate opens 8 am, sign-up 9, race 11. Entry $8 trophy class, $20 money, $4 admission. Sunsport Motocross. Info 503/479-7848.

LOUISIANA MOTOCROSS
1.6 miles west of Many, LA on Hwy 6. South on Airport Rd 1.4 miles. Regular classes. Pro purse 1st $100, 2nd $65, 3rd $35. Gates open 7 am, prac 9:30, race 11. Entry $10 Sptsmn, $20 Pro. Info 318/256-9273.

COLORADO MOTOCROSS
Pueblo, CO. I-25 to US 50 West, west to Pueblo Blvd. South ½ mile to track. West side of Pueblo Blvd. All classes except 125 and 80 Experts. Pueblo Motorsports Inc. Info 303/458-1352.

WASHINGTON MOTOCROSS
Yakima ORV Park, Yakima, WA. All classes, 33% trophs, 100% Pro pb. Gate opens 8 am, prac 9, race 10:30. Entry $12 Sptsmn, $20 Pro. Pro-Am Moto Sports. Info 509/248-1573.

CALIFORNIA VINTAGE RACE
Sears Point Raceway, Sonoma, CA. All races AFM sanctioned. Info 415-829-6091.

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. I-5 to Hungry Valley Rd. turn-off. All classes. Gates open 7 am, prac 8, race 9:30. CMC license reqd. Entry $12 Sptsmn, $15 Pro. Info 714/261-6116.

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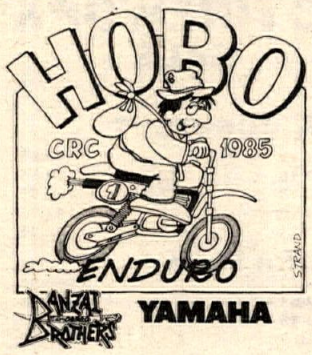

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Lucerne ● 8 a.m. Start
20% Trophies ● CRC Points
3 Loops ● 4 riders per minute
BANZAI BROTHERS YAMAHA
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DISPLAY AD INFORMATION (213) 427-7433.

Southern Nevada Road Racers
Road Race Schedule
March 17
April 7
May 19
800 E. Bonneville
Las Vegas, NV 89101
(702) 384-5029
SOUTHERN NEVADA ROAD RACERS

American Road Racing Association
A. R. R. A.
APRIL 6th & 7th
WILLOW SPRINGS, CA
INFO: (805) 966-5700

AFM
Road Race Schedule
Mar. 31 — Sears Point
Apr. 14 — Willow Springs
Apr. 21 — Sears Point
13423 Stanstead
Norwalk, CA 90650 (213) 864-0704

CORONA RACEWAY R.A.C.E. Schedule

Fri.	Mar. 29	Motocross
Sat.	Mar. 30	3-Whlrs, Odys
Fri.	Apr. 5	Good Friday, No Race
Sat.	Apr. 6	3-Whlrs, Odys
Fri.	Apr. 12	Motocross

CRC RACE SCHEDULE
ATV Classes At All Events
Mar. 31 — MOTOCROSS, Sunrise Cycle Park
Apr. 7 — MOTOCROSS, Perris Raceway
Apr. 14 — MOTOCROSS, Corona Raceway
Apr. 21 — MOTOCROSS, Edwards A.F.B.
(213) 830-7519

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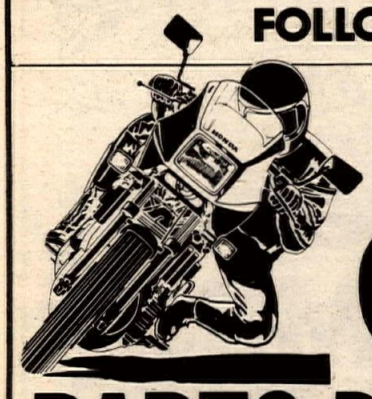

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BUBBA SHOBERT, Team Honda Camel Pro Rider, Nationally Ranked Second in 1984
MARK WEIXELDORFER, Team Honda ATC Rider, 1984 SCORE Champion

See Cycle News Next Week For Surprises and More Motorsports Celebrities

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400-18	M22	$39.95
510-18	M22	$42.95
300-21	M23	$32.95

TERA FLEX

510-17		$59.95
6/28-17		$66.95
510-18		$59.95
6/28-18		$66.95

CHENG SHIN

530-17	C755	$32.95
560-17	C760	$33.95
410-18	C755	$25.95
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530-18	C755	$31.95
560-18	C760	$35.95
300-21	C755	$22.95
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April 2

CALIFORNIA ENDURO DRAWING
Bellflower, CA. Sierra Restaurant, 16227 Lakewood Blvd. ½ mile north of 91 Frwy on Lakewood. All classes. Drawing for Not-So-Tuff-E-Nuff Enduro. A fun event. Drawing starts 8 pm. Entry $17 mail, $20 post. Info 714/739-5213.

April 3

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just of Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

CALIFORNIA MOTOCROSS SCHOOL
DeAnza Cycle Park, Sunnymead, CA. E. of Riverside Raceway off Hwy 60 at Theodore offramp. Festivities commence at 11 am. Be prepared to improve your riding skills and have fun. Entry fee $45. Gary Semics MX School. Info 714/832-9433.

CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, 898 S. Arrowhead Ave., San Bernardino, CA. National Orange Show Fairgrounds. Gates open 6:30 pm, first race 8. Programs $.50 each. Tickets at the track or Ticketmaster. Admission $6 adults, $2 child. Entry $7 rider, $7 mechanic. Info 818/446-0969 or 714/884-4092 (race day only).

April 5

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes. 30% trophs to Sptsmn 150% pb to Pros. Gates open 5 pm, prac 6, race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Diablo and Vasco Rds, turn right. All classes. 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. Entry $15, $20 Pro. Adm. $5. Info Tom Anderson. 415/634-3328.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack. Hwy 237 and Great American Parkway. Santa Clara, CA. 33% Sptsmn trophs, 125% Pro pb. Gates open 5 pm, prac 6:30, race 7:30. Entry $12. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% Ex pb. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

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CALIFORNIA SPEEDWAY
Orange County Fairgrounds, south end of Newport 55 Frwy., Costa Mesa, CA. Gates open 6:30 pm, races start 8. Info 714/492-9933.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. All regular classes includ. ATVs. 30% trophs, 130% Pro pb. Gates open 5 pm, sign-up closes 6:30, prac 6-7, first race 7:30. Entry $12 includes gate fee. Tickets $5.50 adults, $3.50 Jrs. (13-17), $1 children (9-12), 8 and under free. Info 714/261-6116.

April 6

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. racing starts 3 pm, $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing ends 8 pm. $7 admission, free pit pass. Info 619/727-1171.

AMRA CALIFORNIA MOTOCROSS
Indian Dunes Cycle Park, Valencia, CA. All classes. 100% pb. Gate open 7 am, prac 8, race 10. Entry $15 Sptsmn, $15 Pro. No memb reqd. All cards welcome. Info 805/257-4700 or 818/989-5918.

AMA/D-36 CALIFORNIA FLAT TRACK
Monterey Fairgrounds, Case Verde Way exit off Hwy. 1. All classes includ. ATC and Ody. Gates open 4 pm, prac 5, race 6. Entry $20 Exp., $15 Sptsmn. Admission $6 adults, $3 child. $7 pit pass. Info 408/449-7367.

SMX CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes, 33% trophs to Sptsmn, cash to Pros. 30 minute motos. Gate opens 7 am, prac 8, first race 9. Memeb. reqd. Info 714/831-3482.

April 5-7

BAJA EXPEDITION
Leaves from Tecate on US border. Ride south through the Pine Forest and desert to Mike's Sky Ranch. Intermediate or better riders only. We handle all insurance, accommodations, food, gas, guides and chase trucks. Write to Adventure Treks, 26445 Sandy Ck., El Toro, CA 92630 for details or call 714/859-1207.

April 7

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph to 5th. $1005 Ex. purse, 15 rider min. class. 100% Pro payback. Concessions, camping $2/veh., elec hookup, gates open all night. Straight thru program. Prac 9:30 a.m., race 11. Entry: gate $5, Am $10, Ex $20. Info Bill Law 214/882-4215.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex. race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $20. Info 619/565-2406 (Les).

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa international Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex. prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd. 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov. sign up 7 a.m., prac. 8, race 9; Int/Ex. sign up noon, race 1:30. Gate $5 adult, under 8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

CALIFORNIA ROAD RUN
Sign in at Tom's Cycle Shop, 10965 Westminster Ave., Garden Grove, CA. 92643. Sign-in starts 8 am. Entry $5.50 and $6.50 for 17 and up, $5 and $6 for Jrs, $4.50 and $5.50 for 12 and under. Info 714/530-BIKE or 714/597-4469.

CMC CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. All classes. 30% trophs. Gates open 7 am, sign-up 7:30-8:30, prac 8-9, race 9:30. Entry $12 Sptsmn, $15 Pros. Info 714/261-6116.

CALIFORNIA ALL BRITISH ROAD RUN
Meet at Castaic Landing Restaurant. Lake Hughes Rd. exit off I-5. 35 miles north of downtown LA. All English M/C are welcome. All finishers receive finisher pin. Meet at Castaic Landing at 9 am, leave at 10. No entry fee. BSA Owners Club of So. Cal. Info 818/786-3792.

KANSAS HARE SCRAMBLES
101st St. North off I-135 near Witchita. 3 hour, 2 man race series. Sign-in 11 am-noon, prac 12:15-1, first race 1:30. Info 316/755-9138.

AMA/D-36 CALIFORNIA SHORT TRACK
Lodi Cycle Bowl, Lodi, CA. Spring opener. All classes includ Vets, OT, Vintage and 3-wheel. Sign-up 10-11 am, prac 10, race noon. Entry $10 Sptsmn, $13 Semi-Pro, $2 pit pass, $4 admission, child under 12 free. Info 209/368-7182 or 931-3722.

CRC CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. All classses. Cash for Pros, Brass for Sptsmn. Gate 7 am, prac 8, race 9:30. Entry $13 Sptsmn, $15 Pro. Memb. reqd. Info 213/830-7519.

TEXAS MOTOCROSS
From San Antonio, TX take I-35 south to Exit #127 (Natalia FM 471). Stay on access road and go one block past stop sign. Take first right for 3/4 mile to track entrance. Motocross and ATV classes. Trophies thru 5th, 150% Ex. pb. Gate $6, $4.50 spectator, $11 Sptsmn, $17.50 Exp. Race 10:45. Kent Howerton Series. Info 512/681-1407.

OREGON ROAD RACE
Portland, OR. All race organization licences will be recognized. For more info call 503/649-0180.

COLORADO MOTOCROSS
Lakewood, CO. I-70 to Colfax Ave., west to Rooney Rd., south 2 miles to track. West side of Rooney Rd. All classes. Rocky Mountain Promotions Inc. Info 303/458-1352.

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. I-5 to Hungry Valley Rd. turn off. All classes. Gates open 7 am, prac 8, race 9:30. CMC license reqd. Entry $12 Sptsmn, $15 Pro. Info 714/261-6116.

April 10

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

April 12

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes. 30% trophs to Sptsmn 150% pb to Pros. Gates open 5 pm, prac 6, race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

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Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Diablo and Vasco Rds, turn right. All classes. 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. Entry $15, $20 Pro. Adm. $5. Info Tom Anderson. 415/634-3328.

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Santa Clara P.A.L. Racetrack. Hwy 237 and Great American Parkway. Santa Clara, CA. 33% Sptsmn trophs, 125% Pro pb. Gates open 5 pm, prac 6:30, race 7:30. Entry $12. Info 408/224-4989.

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Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% Ex. pb. Entry $8. Swimming, showers, grandstants, game room. Info 713/458-0090.

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, south end of Newport 55 Frwy., Costa Mesa, CA. Gates open 6:30 pm, races at 8. Info 714/492-9933.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. All regular classes plus ATVs. 30% trophs, 130% Pro pb. Gates open 5 pm, sign-up closes 6:30, prac 6-7, first race 7:30. Entry $12 (includes gate fee), admission $5.50 adults, $3.50 Jrs. (13-17), $1 children (9-12). 8 and under free. Info 714/261-6116.

CALIFORNIA M/C SWAPMEET
Orange County Fairgrounds, Costa Mesa, CA. South end of Newport 55 Frwy. Opened 6 pm-10 pm. Free parking. 1000s of bikes, parts and accessories. For 24 hour info call 714-495-2542.

April 13

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing ends 8 pm. $7 admission, free pit pass. Info 619/727-1171.

AMRA CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. All classes. 100% pb. Gare open 7 am, prac 8, race 10. Entry $15 Sptsmn, $15 Pro. No memb. reqd, all cards welcome. Info 805/257-4700 or 818/989-5918.

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Monterey Fairgrounds, Case Verde Way exit off Hwy. 1. All classes includ. ATC and Ody. Gates open 4 pm, prac 5, race 6. Entry $20 Exp., $15 Sptsmn. Admission $6 adults, $3 child. $7 pit pass. Info 408/449-7367.

CALIFORNIA AMA MILE
Sacramento Mile. Cal-Expo Fairgrounds, Sacramento, CA. National

championship 25-mile final on 1 mile dirt track. AMA/Camel Pro Race. Qualify at 5:30 pm, race 7:30. Advance tickets $10-$25 available at Ticketmaster or Howeve Box Office. Info 916/920-1121.

CALIFORNIA BANQUET
TrailBlazers Annual Banquet. Brookside Country Club, next to Pasadena Rose Bowl. 1133 North Rosemont. Doors open 5:30, dinner at 7 pm. Tickets $15 per person including tax and tip. Reservations end April 8th. Only the first 300 reservations with payments will be honored. Info 818/247-3617 or 254-3404.

April 12-14

LAS VEGAS 400
9th Annual Las Vegas 400. Professional team M/C desert race. $2000 to first overall team and 50% pb to pro class. Registration, rider's meeting and tech inspect. on Fri., 4/12. Race on Sat., awards presentation and breakfast on Sun. Entry $300 Pro class, 50% pb, $120 Stpsmn class for trophs. Info 702/457-0343.

April 14

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. All classes includ. Pee Wees and Vets. 100% Pro pb. 100% trophs for Pee Wees, 50% for Vets, 30% for Sptsmn, plus contingencies. Entry $15 Pro, $12 Sptsmn. Gates open 7 am, prac 8:30, race 9:30. Membership not required. Info 714/924-5859, 653-5840 or 653-7979.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Td, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn., $15 Pro ($10 to p.b.). Info 714/261-6116.

CMC CALIFORNIA SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 33% Mini/Vet troph., 50% cash p.b. to Vet/Ex. CMC points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph, thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. 91 Frwy east to 15 south toward Elsinore for 20 miles to Hwy 74 then left for 8 miles to Ellis St. Left to Burton, rt to track. All classes. 33% trophs to Sptsmn, cash to Pros. 30 minute motos. Gate opens 7 am, prac 8, first race 9. Memb. reqd. Info 714/831-3482.

CRC CALIFORNIA ENDURO
Lucerne Valley, CA. All classes includ. special Beg. class and ATV classes. 20% trophs and finisher pins. 3 loops. Starts 8 am. CRC pts. Main entry $20, post $23. Non CRC members add $5. Info 714/689-6114.

CRC CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes. Brass for Sptsmn, cash for Pros. Two long motos. gate 7 am, prac 8, race 9:30. Entry $13 Sptsmn, $15 Pro. Memb. reqd. Info 213/830-7519.

CALIFORNIA MOTOCROSS
Laguna Seca Recreation Area, Hwy 68, Monterey/Salinas Hwy. Mini to 500cc. OT, Vets classes. Open 7 am, prac 8:30, race 9:30. All riders $15. $15 Experts plus $5 gate fee. Monterey Bay Rams. Info 408/394-8225.

AMA/D-36 CALIFORNIA HS
Shasta Dam, CA. All classes. Silver bar for overall winner. 100 oz for winner, smaller bars for 2nd and 3rd place. Jacket for overall Sptsmn and Nov. Finisher pins. D-36 C'ship pts and national pts. Start time 10 am, finish 2 pm. Sign-ups 2-6 pm Sat., 7 am Sun. Pre entry $25, post $30. AMA cards reqd., district cards required only for district pts. Info 916/243-4277 nights.

AMA/D-37 CALIFORNIA HARE AND HOUND
Red Mountain area, marked at 395/Trona Rd and 395/Searles Station Rd. 2-40 mile loops. T-shirts to each entry. Entry $16. Info 805/265-4216 (Dennis).

CALIFORNIA MOTOCROSS
Marysville, CA. Under the Hwy 70 "E" Street Bridge. Go over levee on Shad Rd., on block west of Honda of Marysville. All classes includ. OT, Vets, Mini, 3-wheel. Prac 7:30 am, race 9:30. Entry $15 Sptsmn, $5 Pro plus $15 to purse. $4 watch. Info 916/695-2727 (Charlie Sexton).

TEXAS MOTOCROSS
Red River, Muenster, TX. Race #1305. 9:30 am start. Info 817/265-9596.

SOUTH DAKOTA MOTOCROSS
Sturgis Raceway, Sturgis, SD. Take I-90 to Sturgis exit #30, track beside interstate. All classes, 33 1/3% Sptsmn trophs, 100% Pro pb. Non-pts race. ATC's welcome. Gates open 9 am, prac 10, race 11. Entry $10 Sptsmn, $15 Pro, non-memb. add $3. BRA. Info 605/923-1040.

WASHINGTON MOTOCROSS
Washougal National MX Track, Washougal, WA. 27 miles N.E. of Portland, OR. Take WA Hwy 14 east to Hwy 140 left, go 6 3/4 miles left on Hughes, 1 mile to Borin, right 1½ miles to the track. All AMA classes. 33% trophs, 100% Pro pb. Gates 7 am, prac 8:30, race 10. Entry $13 Sptsmn (no gate fee. No entry fee for pee wee, no gate fee and no gate fee for 1 parent. Pro, exhibition classes $18 plus $4 gate. Spectator $5 adult, $3 senior citzen and child 6-12, under 6 free. Info 206/892-5441.

IDAHO TWO MAN TAG TEAM HS
Smelterville, ID. I-90 exit 48 on the airport side. All classes. Lemans start with each team switching riders every lap. Sign-up 9 am, racing starts 11. Entry $30 per team, $20 for Trail Rider beginners. Mountaineers M/C. Info 208/682-4386 or 208/556-6515.

CALIFORNIA VINTAGE RACING
Willow Springs Raceway, Rosamond, CA. All races are AFM sanctioned. Info 415/829-6091.

WASHINGTON MOTOCROSS
Yakima ORV Park, Yakima, WA. All classes, 33% trophs, 100% Pro pb. Gate opens 8 am, prac 9, race 10:30. Entry $12 Sptsmn, $20 Pro. Pro-Am Moto Sports. Info 509/248-1573.

CALIFORNIA POKER RUN
Start at Sam's Town, Cameron Park Drive and US #50. Free coffee and donuts at start. 50/50 drawing, 5 point event, door prizes, club trophs, finisher pins, rain or shine, all limed run. Sign-in 9 am to 11 am, entry fee $4. Capital City M/C. Info 916/456-8727 or 457-5555 or 381-3098.

CALIFORNIA GRAN PRIX
Cleveland National Forest, Corral Canyon, 50 miles east of San Diego, CA on Hwy 8 to Buckman Springs Rd. South 4 miles to Corral Canyon Rd. 30% trophs, 100% finisher pins. All classes. 75 mile race on fireroad, forest paths and tight trails. Starting position determined by postmark. Nov, Beginners, Vets, Women and Minis start 10 am, Experts and Sptmsn start 1 pm. Entry $20 mail, $25 post, non members add $5. Send 2 SASE to Double Cross, 1983 Las Posas Rd., Corona, CA 91720. Double Cross Racing. Info 714/371-6333.

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. I-15 to Hungry Valley Rd. turn-off. All classes. Gates open 7 am, prac 8, race 9:30. CMC license reqd. Entry $12 Sptsmn, $15 Pro. Info 714/261-6116.

April 17

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

April 18

OREGON MOTOCROSS
West Delta Park, Portland, OR. West Delta Park exit off I-5. All classes. 30% trophs, 100% Pro pb. Gate opens 4:30 pm, prac 5:30, race 7. Entry $4 gate, $5 Sptsmn, $10 Pro. Portland Int. Raceway. Info 503/285-6635.

CALIFORNIA SPEEDWAY
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. 1/7 mile oval. Good food, free parking, close seats. Gates open 6 pm, racing at 8. Admission $7 riders, $7 mechanics, $6 spectators, $3 7-12. Info 415/651-2545.

April 19

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, south end of Newport (55) Frwy., Costa Mesa, CA. Gates open 6:30 pm, first race 8. Info 714/492-9933.

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes. 30% trophs to Sptsmn, 150% Pro pb. Gates open 5 pm, prac 6, race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Hwy 580 take Vasco Rd. north 17 to corner of Camino Diablo and Vasco turn right. All classes. 30% trophs, Pro pb. Gate opens 6 pm, prac 7, race Entry $15, $20 Pro. Admission $5. 415/634-3328.
3328.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy and Great American Parkway, Santa CA. 33% Sptsmn trophs, 125% Pro pb. Gates open 5 pm, prac 6:30, race Entry $12. Info 408/224-4989.
408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 east on E. Mount Houston Rd., off Hwy N. All classes. Troph thru 6th to 100% Ex pb. Entry $8. Swimming, showers, game room. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. All classes plus ATVs. 30% trophs, 130% Pro pb. Gates open 5 pm, sign-closes 6:30, prac 6-7, first race 7:30. $12 (includes gate fee), admission adults, $3.50 Jrs. (13-17), $1 child (9-12). 8 and under free. Info 714/261-6116.

April 20

CALIFORNIA SWAP MEET
Visalia, CA. Plaza Park Rodeo Grounds, Plaza Dr. Antique Cycle Show and swap meet. Concours judging in these classes: Classic, antique, modern classic, dirt competition and road competition. Registraion 8 am-10, judging 10-1 pm, swap meet 8 am-4 pm. Entry $18 display or swap meet. Mail in or $20 post. Spectators free. Info 209/532-9563 or 656-6777.

April 19-21

OREGON MOTORCYCLE SHOW
Multnamoh County Exposition Center, Portland, OR. South Hall entrance. Eixt 307 off I-5 freeway. Hours: 5 pm-9 Friday, 10 am-9 pm Sat, 12 noon-7 pm Sun. Admission $3 at gate. Child under 12 with adult admitted free. Info 800/547-9755.

CALIFORNIA WORLD OF WHEELS
Monterey Fairgrounds, Monterey, CA. 30th annual Coors World of Wheels. Info 408/267-7947.

April 20-21

OREGON CHAMPIONSHIP HILL CLIMB
2 miles north of Grants Pass, OR on Highland Ave., where it crosses I-5. All classes. Trophs and cash. Races start 9 am. Entry $5 Stk, $10 Mod, $30 exhib. Ironhorse Ent. Inc. Info 503/476-6739 evenings.

April 21

ARZIONA PRISON RUN
Yuma Jefferson Park, Yuma, AZ. Yuma Prison Run. For details call 818/336-2883.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes 33% troph. 150% Ex pb. Gate 8 am, prac 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136.

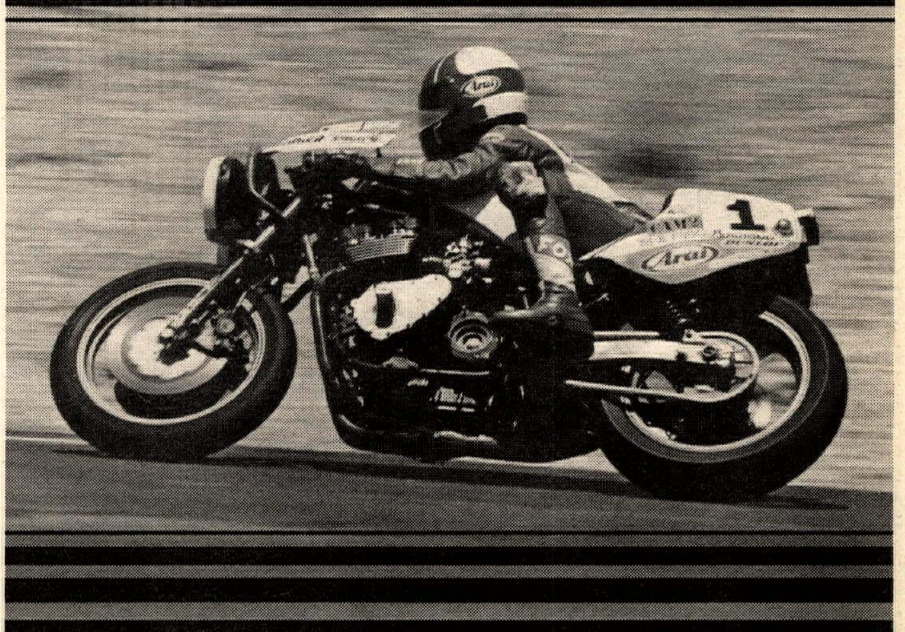
TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex. purse. No pit riding or late prac. Prac. 8 am, race 9, Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule. Prac. 8 am, race 10. Int/Ex. race 1 pm. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 or 273-2336 .

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes includ. Pee Wees and Vets. 100% Pro pb, 100% trophs for Pee Wees, 50% for Vets, 30% for Sptsmn, plus contingencies. Entry $15 Pro, $12 Sptsmn. Gates open 7 am, prac 8:30, race 9:30. Membership not reqd. Info 714/924-5859, 653-5840 or 653-7979.

CALIFORNIA MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph. Free O/N parking. Gate 7:30 am, race 9:30. Info 619/245-7339.

Mikuni Congratulates Team Hammer



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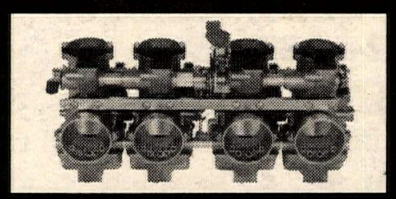

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CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. Beg. class O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10. yearly memb. $20. Info 619/565-2406.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 am, sign-up 7:30-8:30, prac 8-9, race 9. Entry $10 Sptsmn., $15 Pro. Info 714/261-6116.

OREGON HARE SCRAMBLES
West from Medford, OR thru Jacksonville on Hwy 238, right at Jackson Creek Rd., follow signs. All classes. 33% trophs, patches to all finishers. Silencers and Spk. Arrestors reqd. Sign-up 8 am, prac 9, race 10. Entry $15 Pre, $22 post. MRA/OMRA. Info 503/826-9412 or 664-1722.

CRC CALIFORNIA MOTOCROSS
Edwards Air Force Base, CA. All classes. Brass for Sptsmn, cash for Pros. Gates open 7 am, prac 8, race 9:30. Entry $13 Sptsmn, $15 Pro. Memb. reqd. Info 213/830-7519.

SOUTH DAKOTA MOTOCROSS
Spearfish Raceway, Spearfish, SD. take I-90 to Bell Fourche exit #10, north 1 mile to track. All classes, 33 1/3% trophs, 100% Pro pb. Non-pts race. ATC's welcome. Gates open 9 am, prac 10, race 11. Entry $10 Sptsmn, $15 Pro, non-memb. add $3. BRA. Info 805/923-1040.

OREGON MONEY CROSS
15 miles north of Grants Pass, OR on I-5. Follow signs. All classes includ 3-wheel. 25% or better trophs, 100% pb money class. 5 riders to make a class. Saturday prac noon-4 pm. No sign-ups after 10:30 Sun. Most AMA rules apply. Gates open 8 am, sign-up 9, race 11. Entry $8 trophy, $20 money, $4 admission. Sunsport Motocross. Info 503/479-7848.

TEXAS MOTOCROSS
From San Antonio TX take I-35 south to Exit #127 (Natalia, FM 471). Stay on access road and go one block past stop sign. Take 1st right for ¾ mile to track entrance. MX and ATV classes. Trophs thru 5th, expt. pb 150%. Entry $6 pits, $4.50 watch, $11 Sptsmn, $17.50 Exp. Races start 10:45. Kent Howerton Series. Info 512/681-1407.

WASHINGTON MOTOCROSS
Horn Rapids, 2 miles west of Richland, WA. All classes, 30% trophs, 100% Pro pb. 3rd and 4th race of Pepsi Challenge Series. gate 7 am, prac 9-10, race 10:30. Entry $10 Sptsmn, $20 Pro. Squicher Racing. Info 509/837-4438 or 837-3595.

CALIFORNIA TT SCRAMBLES AND ST
Lodi Cycle Bowl, Lodi, CA. All classes. Sign-up 9-12:30, race 11. Admission $4 watch, $10 Sptsmn, $13 Semi-Pro, child under 12 free, $2 pit pass. Info 209/368-7182 or 931-3722.

WASHINGTON ROAD RACE
1 mile north of Coquitlam, Center Mall. 20 miles north of Blaine, WA, border crossing. F-1, F-II, F-III, 750-Prod, 600 Prod, 600 Mod, Supbike, Sidecar and Open Prod classes. racing for pts, prize money. Trophs and for the fun. 9 club race series. Gates open 7:30 am, prac 9, racing noon rain or shine. WMRA. Info 604/873-6743.

CALIFORNIA OBSERVED TRIALS
Spillway Park, Santa Maria, CA. Broadway exit off 101. All classes. Exp. 100% cash pb. Helemts reqd. Bring a friend and the 2 of you ride for the price of 1. Riders meeting 9:45 am, start 10. Entry $4 land use, $10 epxt, all else $4. SLO-PITS. Info 805/735-4854.

CALIFORNIA ENDURO
Pozo, CA. Los Padres National Forest. Hwy 101, Santa Margarita exit. Follow signs. For entries send SASE to Penguins, Cal Poly ASI, Box 111, San Luis Obispo, CA 93407. Race time 8 am, entry AA, A, B $22, C $20. Info 805/544-9407.

CMC CALIFORNIA MOTOCROSS
Redding, CA. East of I-5 off Rancho Rd. and Airport Rd. End of Old Oregon Trail, at Redding Airport. All Sptsmn classes, seperate 3-wheel track. Minis and Sptsmn trophs, 100% Pro pb. Open 6:30 am, prac 8, race 9. entry $11, $16 Pro. $4 gate, 6-12 41. Moto One. Info 916/243-6019.

CALIFORNIA GRAN PRIX
Baja, California, Mexico. 11th Annual Hilltoppers Rosarito Beach 100 Gran Prix. $1000 to first overall finisher. 20% trophs. Entries opened March 1, close April 8. Mail entry $25, post $35. Hilltoppers M/C. For more info 213/428-4971 or 714/898-4557.

CALIFORNIA VINTAGE M/C RACE
Sears Point Raceway, Sonoma, CA. All races are AFM sanctioned. Info 415/829-6091.

CALIFORNIA ROAD RUN
Start San Francisco M/C Clubhouse, 2194 Folsom St., San Francisco, CA. 5 point event, individual trophs and plaques. Sign-in 9 am to 11:30, entry fee $5. Info 415/863-1930 or 994-6139.

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. I-15 to Hungry Valley Rd. turn-off. All classes. Gates open 7 am, prac 8, race 9:30. CMC license reqd. Entry $12 Sptsmn, $15 Pro. Info 714/261-6116.

April 24

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, 898 S. Arrowhead Ave., San Bernardino, CA. National Orange Show Fairgrounds. Gates open 6:30 pm, first race 8. Programs $.50 each. Tickets at the track or Ticketmaster. Admission $6 adults, $2 child. Entry $7 rider, $7 mechanic. Info 818/446-0969 or 714/884-4092 (race day only).

April 26

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, south end of Newport (55) Frwy., Costa Mesa, CA. Gates open 6:30 pm, first race 8. Info 714/492-9933.

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print print **all** information asked for and mail the blank or a facsimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

RESULTS

D-38 Painted Gorge M.C. Fun Run Imperial Valley, CA Mar. 10, 1985

Tom Moen	Yam
Todd Kennedy	Yam
Rick Lee	KTM
Scott Hatfield	Yam
Dan Morgan	KTM
Stephen Plourd	Yam
Bryan Hart	Hus
Rheynard Morgan	Yam
Todd Barnhill	Hon
Mark McPerry	Yam
Rick Denison	Yam
Patrick John Flanagan	Yam
Fred Angelo Jr.	Hus
Brett Cushing	Hus
Bryan Benson	Hus
Roger Adsit	Hus
Jack Neeley	Suz
Joe Lane	Hon
Doug Hogan	Kaw
Ben Galindo	Hon
Bill Carr	Kaw
Tom St. Peter	Hus
Peter Berg	Yam
Barkin Markin	Yam
Bill Adsit	Yam
Brett E. Nelson	
Scott Smith	Yam
Jim Youngblood	Suz
Ron Beatty	Yam
Tony Darr	Hon
Steve Reynolds	Yam
John Wellnitz	Yam
Hal Drew	
George Ryan	Hon
Ray Schooley	Hon
Steve Clark	
Jerry Jones Jr.	Yam
Tom Bass	Yam
Lance Schoonmaker	Hon
Dick Denison	Yam
Daron Mills	Kaw
Wes Enz	Kaw
Mort Maynard	Cag
Larry Ornes	Hon
Richard Domeno	Yam
Robert McCarter	Cag
Bob Johnson	Hon
Mike Hotchkiss	Suz
W.C. Thornton	Kaw
Bill Willis	Yam
Matt Browne	Kaw
Ken Kugel	
Steve Fenton	Hon
Bobby Baldwin	Yam
Frank Sherfy	Yam
Floyd Hudson	Yam
Hersh Deck	Hon
Joe Bonwell	KTM
Bob Towne	Hon
Mark Wolfe	Hon
Al Rubalcava	Kaw
Mike Govern	Yam
John Dalton	Cag
Mike Chavarria	Hon
Ted Scott	Yam
Dave Orozco	Suz
Lyle Johnson	KTM
Jeff Lundblade	Yam
Tim Funk	KTM
Clint Guidry	
Steve Prafke	Hon
Scott Young	Yam
Mike Spencer	Yam
Harry Brattin	Hus
Sean Myers	Hon
Rusty Batza	Kaw
Joe Mulleneaux	Hus
Kirk McDaniel	Hon
Tim Abbas	Hon
Daniel Johnson	Hon
Kenny Hadley	Hon
Rob Taylor	Hon
Richard Martin	Hus
Joe J. Jaime	Hon
Gary Kepple	Hon
Todd Preece	Hon
Tim Hosking	Hus
Matt Hope	Yam
Dean Mitchell Kalleen	Hon
Dan DesRosiers	KTM
Kelly Hori	Hon
Mark Smith	Hus
Ron Sikorski	Hus
Robert Patterson	Hon
Charlie Sunghera	Hon
Michael Ricnaros	Hon
Joe Stidman	Hus
Kirk Venzor	Mai
King Dukie	Kaw
Paul Ziegler	Yam
Jim Foley	Yam
Ronald Lyons	Hon
John Bowyer	Hon
Ray Kepple	Hon
David Tubbs	Suz
Fred Willert	Suz
Bud Stratton	Yam
Sean Sikorski	Hus
Kevin Hess	Hon
Mark McNulty	Yam
Robbie Pippin	Hon
Bruce Smith	Yam
Bob Bell	Kaw
John Bird	KTM
Robert Gawrys	Hon
Ralph M. Mendenhall	Hus
Dave Krider	KTM
Ricky Lance	
Jeff Martin	Hon
Darrell Wagner	Hus
Craig Martell	Hus
Kirk Hester	Kaw
John Roberts	Suz
Glenn Hawkins	Yam
Randy Ressell	
Lee Johnson	Yam
Kregg Harn	Hon
Fudpucker	Yam
Chuck Marsell	Hon
Jose Fimbres	Yam
Jeff Palovich	Hon
Louie Tevis	Yam
Monte Lee	Yam
Brian Smith	Hon
Jim Butts	Hon
Mark Gaddis	Hon
Robert Bird	Cag
Mike Barnhill	Yam
Craig Huckins	Kaw
Randy Garrett	Hon
Phillip L. Torricellas	Hon
Jonathan Wells	Hon
Bob Szalay	Hon
Robert Boerner	Hon
Craig Wattson	Yam
Fred Willert	Suz
Hank Martens	Hon
Gary Riesinger	Hon
John M. Cooper	Hon
Steve Cuthertson	Kaw
Chris Wattson	Hon
Chad Martin	Hon
Jim Royle	KTM
Brian Ek	Hon
Richard Ziegler	Kaw
Steve Kosman	Yam
Ronald DesRosier	KTM
Earl A. Roberts	Suz
Ray Miller	Yam
John Robinson	Hon
Steve Harden	Hus
Scott Prather	Hon
Craig Britt	Suz
Mike Maxwell	Hon
Charles E. Watt	Hon
Jeff Nordstrom	Hon
Pat Wattson	Hus

1985 Oklahoma Trials Championship First Round

MASTER	
Charles Mollow	4
Shan Moore	60
Mark Buckmaster	68
EX	
Todd Bilbrey	63
AM	
Lee Cooper	23
Russ LaPort	24
Sonny Howe	28
Tommy Moore	31
Steve Fujan	31
NOV	
Drew Crane	11
Rich Allman	19
Larry Miller	53
SR	
F.A. Boudreaux	16

Filthy Pup Scramble Bellingham, WA Feb. 24, 1985

OVER 200 A
Tiger Wingert
John Nielsen
Chris Castles
Ron Clizbe
Dean Biddle
Al Gibson

UNDER 200 A
Mike Schmidt
Ron Gray
Dan Dillon
Ron Walsh

OVER 200 B
Ken Leard
Bob Smith
Greg Demuth
Mike May
Paul Fisher
David Louie

UNDER 200 B
Victor Gioia
Errol Borsky
Kevin Zilkey
Brent Boufford
Peter Klassen
George Burlingame

OVER 200 C
Craig Alberts
Derrik Middleton
Mark Fitzsimmons
Steve Dobbing
Garry Radford

UNDER 200 C
Bryon Gioia
Darcy Lalonde
Gaylon Stewart
Ridd Munn
Mike Norman

35 AND OVER
Lyle Duronso
Ron Oleson
C.J. Pittman
David Craig
Mark McDaniel
Ron Baker

AMA D-17 Ice Racing Final Standings March 9, 1985 By Paul Hayes

125
Norman Adshade
Tom Powers
Rick Holder
Joey Turek
Jeff Fredette

200
Dan Brown
Dave York
Al Berquist Jr.
Dale Schramer
Rick York
Jeff Fredette

250
Paul Fabrizius
Doug Hallerberg
Tom Desort
Norman Adshade
Mark Burket
Jeff Carner
Larry Ganek
Henry Delair

OPEN
Rodney Fabrizius
Dale Schramer
Tim Schramer
Dave Shumway
Bryan Holder
Ronald Russell
Rick York

SR
Larry Holder
Dave York
Jeff Wehrle
Mark Burket
Ronald Russell
Michael Gruetzmacher
Randy Blank
Larry Ganek
Arlan Fell
Gordon Gruetzmacher

Observed Trials Spillway Park Feb. 24, 1985

BEG	
Mike Carter	58
George Downey	59
Charlene Latimer	64
NOV	
Neil MacDonnell	19
Scott Rose	24
Scott Welcher	31
Cliff Ranney	31
Jeff Latimer	47
Lawrence Alexander	58
AM	
Paul Clark	26
Chris McHugh	35
Mike Fibben	40
Bob Miller	41
EX	
Dan Dixon	17
Keith McLaughlin	24

HosPITal STOP

Brian Schultz, 15, suffered broken ribs and a bruised shoulder March 20 while practicing for the NMA Tri-State Series; cards and letters should be sent to 30619 Rigger Rd., Agoura Hills, CA 91301.

Trophy Pickup

TROPHY PICK-UP

Trophies from 1985 Desert MC Winter Classic available until June at Cycle World, Euclid & Ball, 930 S. Euclid, Anaheim, (714) 772-2891. Beginning in June trophies will be available at all desert races. (112/13)

For listing in this department, please mail information with $1.00 per week that it is run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

Latest Poop

(Continued from page 28)

Additional information regarding the proposed project and site visitations are available through John E. Nowak, Assistant to the City Manager, City of Lancaster, 44933 N. Fern Ave., Lancaster, CA 93534.

Navy meets off-roaders in San Diego

By Lynn Brown

SAN DIEGO, CA, MAR. 14

The Bureau of Land Management (BLM) held a public meeting in San Diego for public comment on the U.S. Navy's proposal to take control of public land in Imperial County. The meeting was not well attended because of rumors that the issue had already been decided but 50 off-road-vehicle enthusiasts were on hand to comment.

Officials from the San Diego Off Road Coalition, AMA District 38 and Los Pretot's Desert Club were on hand to comment on the proposal which will still have a significant effect on off-roaders using the Superstition Mountain area north of Plaster City. Also involved is the San Felipe Vehicle Corridor Project that, using Green Sticker funds, will provide off-roaders with a legal corridor between Ocotillo Wells SVRA, the Superstition Mountains and the BLM's Plaster City ORV Open Area.

Little was settled at this meeting according to San Diego Off Road Coalition Chairman Jim Peterson. "We were willing to negotiate for weekend and holiday use of the Superstition Mountain area with the Navy. But Navy officials claimed that they would be using the area seven days a week, 365 days of the year. This forces us to ask that the B areas — target approach zones — which include the Superstition Mountains and the San Felipe Vehicle Corridor — be deleted from their proposal altogether.

And ask they shall when they speak again with Congressman Duncan Hunter's office. Thus far the Coalition has delivered over 8,000 letters opposing the Navy's intentions to the Congressman's office. Congressman Hunter (R-45) is a member of the House Armed Forces Committee and represents the Imperial County area. He has stated that off-roaders should not be adversely affected by the proposal and has vowed to work toward that end. The San Diego Off Road Coalition also states that they have received the support of Congressman Bill Lowery, who serves the San Diego area.

Included in the proposal is part of Glamis and the eastern expansion area of the Ocotillo Wells State Vehicular Area. The BLM and the Navy have agreed that these areas will continue to be managed as they are now. The Navy's concern in these areas deals with airspace and building height restrictions only. The BLM will continue to have management responsibilities in these areas.

Peterson said, "We've got a long way to go yet but Congressman Hunter has been instrumental in getting us this far and we are confident that he and Congressman Lowery will be able to work out some sort of compromise with the Navy and BLM before the final paperwork is filed."

BLM El Centro Resource Area Manager Roger Zortman said the final mangement agreement document should be ready in early April.

My OPINION

My plan to save motocross

By Randy Okada

Enough is enough. The AMA has toyed with and messed up our MX and SX series. The first reason was to make it understandable for newcomers. Now we have as much confusion as we have champions. This is my suggestion to making a series: AMA, use it or hire me and I'll put it into motion.

For starters, amateur or rookie riders can only compete in the 125cc series. They must compete in at least seven of the 10 outdoor races and seven of the 12 or 14 supercross races to win the 125cc National Championship.

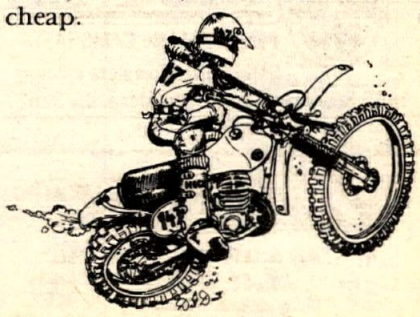
For seasoned pros, the first five races of the outdoor series are 125cc or 500cc. So the seasoned pro must make a decision to ride a 125cc or 500cc for the first five races. Both 125cc and 500cc shall be production only. A rider competes on the same size machine as he starts with. (A rider cannot ride a 500cc one race then switch to a 125cc the next.) Also, 125s will, for the first five races, be pro-am.

If he wants to, a rider can also win the 500cc National class. This series is the first five races, plus points earned at the Carlsbad round of the World Championship, and the points earned at the Support class at Unadilla. The high-point man in this series will win the series, but will only be called the 500cc Series Winner. This way at the end of the season there will be only the Grand National Champion, the 125cc Amateur Champion and 500cc Series Winner.

The Grand National Championship is won by riding either a 125cc or 500cc in the first five outdoor races, a 250cc (works or production) in the next five outdoor races, plus all points earned riding a 250cc (works or production) in the supercross series. Note: A rider shall be allowed to drop one of his worst finishes. So combined score of both outdoor and indoor minus one race equals Grand National Champion.

Purses should be a minimum of $20,000 per race outdoor; first five races 125cc, $10,000; 500cc $10,000; last five outdoor 125cc $5000; 250cc $15,000.

Purses for supercross should be 10% of the gate, 9% going to the pros and 1% going to the 125cc rookies. Since we're on the subject, the format for supercross should be: 250cc (works or production), four qualifiers (top five to main), two semis (top two to main), one 20-lap main event. In 125cc supercross, two qualifiers (top 12 to main) and one 12-lap main event. Now you've read it. It will work, so AMA, use it! Hire me: I'm cheap. •



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Need enthusiastic, experienced, productive, all around salesperson for professional, but relaxed atmosphere. Send resume with references to: All American Honda Suzuki, 1408 41st Ave., Capitola (Santa Cruz County) CA 95010. Attn: Jean. (209/13)

Partsperson Wanted
Experience preferred, but not necessary. Good working conditions. Call Andy for interview at LaHabra Suzuki (213) 691-3273 or (714) 871-5211. (212/13)

Qualified Yamaha Mechanic
Apply BELLFLOWER YAMAHA. (213) 925-5097. (206TFN)

Sales Representative
Established motorcycle parts distributor looking for a motivated salesperson. Exclusive San Diego/So. Cal. territory. Call for local interview appointment. Nick Chosic, (408) 263-1925. (121/13)

Motorcycle Mechanic
Growing Honda Suzuki franchise. 3 to 5 years experience, all aspects including set-up, repair, and tune-up. SAN CLEMENTE HONDA SUZUKI (714) 492-6741, ask for Bobby or Jim. (211/12)

Kawasaki Mechanic
One of California's oldest most established Kawasaki dealers needs a full-time experienced Kawasaki specialist. Good opportunity for one willing to relocate to the San Francisco area. Dave Golden M/C (415) 621-5873. (211/12NWX)

Mechanics
Need qualified trained personnel for multi-lined dealership. 4687 Convoy, San Diego, CA (619) 278-6635. Bob Hartley, manager. (208TFNNWX)

Mechanic Wanted
San Diego area. Immediate opening available. Seeking motivated, experienced mechanic. Commission and benefits. Contact Mike at National City Motorcycles, 1900 National City Blvd. (on the mile of cars). (619) 474-2025. (110/13)

Mechanic
Mechanic needed for Brian Myerscough in Supercross and National Series. Send resume with salary requirements to: Brian Myerscough, 963 Holmes St., Calimesa, CA 92320. (311/12)

Salesmanager/Salesman Wntd
Two stores in San Fernando Valley selling Honda, Kawasaki, Suzuki, and Husqvarna are looking for experienced sales staff. Experienced only need apply. Contact Dan at (818) 988-4068. (211/12)

Parts Manager — Go For It!
Tired of being an assistant? We need an energetic person with Honda parts and accessories experience. This is the opportunity to grow and learn with a quality, volume Honda dealership in Southern California. Paid vacation, paid medical, salary and commission. Send resume to: Dept. Q, c/o Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. (211TFN)

Mechanic Wanted
2 years experience on Suzuki's and Yamaha's. Excellent pay, plus benefits, and year 'round work. Need brought on by expansion. Call (818) 795-4129. PASADENA SUZUKI. (211/12)

Salesperson
Male/Female. North Orange County expanding dual line dealership. Call for interview. (714) 828-9589 evenings. (211/12)

Reps Wanted
MX apparel. (714) 898-8513. (108/16EOI)

L.A. Suzuki-Kawasaki (213) 655-5101
Formerly 3-Star Sport Cycle, the fastest growing dealer in the USA, has career positions open for PROFESSIONALS. Professional salespeople, professional mechanics, and partsmen/shop helpers. Only experienced professionals need apply. All references will be checked. Shop helpers need no experience, but general knowledge of parts and mechanics is desired. All applicants must have clean DMV and Class 4 license. Apply in confidence Tuesday through Saturday to Wes at L.A. SUZUKI-KAWASAKI, 1525 S. La Cienega Blvd., Los Angeles, CA 90035. (213) 655-5101. (212TFN)

Partspersons/Experienced Mechanics Needed Now!!!
Excellent opportunities. Apply to OUTRIDER of L.A. 10545 Pico Blvd., Los Angeles, CA. (213) 879-3350. Harry. (212TFN)

Business Opportunities

So. California Accessories
$40K inventory/fixtures. Low overhead. Nets $35K. Steady, established business. Only $19K down gets you in. (714) 898-3985. (212TFN)

Established N.M. Dealer
Priced right! Call Beverly at Hooten-Stahl, (505) 292-4455. (311/12NWX)

PERFORMANCE PARTS BUSINESS seeks investor $10-20K, Northern California based. Large Western market. Expansion planned. Call for further details. (707) 575-8312. (210/TFN)

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Low overhead, blow-out location and lease; Gross over one million in 1982... retiring. Call (619) 423-0073 days or after 7pm. (619) 479-3209. (201TFN)

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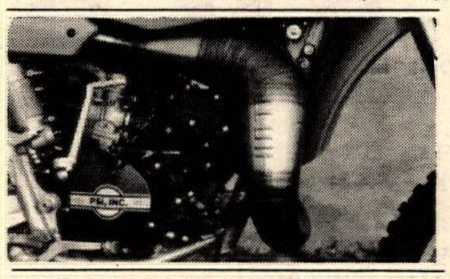
Cheap Cheap Cheap RM80
Brand new 1984 $799. MARINA SUZUKI (213) 306-8595. (212/14)



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The people at PSI have worked long, hard hours to have our '85 Hot Pipes developed and IN STOCK!!! We've got '85 KX, YZ, RM, CR 80s, 125s, 250s and 500s READY FOR IMMEDIATE DELIVERY!!! No need to wait! AS YOU'VE GROWN TO EXPECT, PSI HOT PIPES WORK GREAT, LOOK GOOD, AND FIT RIGHT!!! Full line of '83-84 HOT PIPES AVAILABLE. Due to popular demand — PSI WILL OFFER '85 OPEN CLASS PIPES — never before available! AND DON'T FORGET PSI'S POWER BOOST PORTING FOR THE TOTAL PERFORMANCE PACKAGE!!! Super-fast service — PROFESSIONAL RESULTS!!! PSI is proud to announce it's selection of EXCLUSIVE MIDWEST DISTRIBUTOR of DMC Oval Silencers! Check with us for your silencer needs. PSI also offers pipes, silencers, porting, modifications for the Quad Racer, ATC250R, Tri-Z & Ducati. 80-125 HOT PIPES, $129. 250 HOT PIPES, $139. OPEN HOT PIPES, $149. POWER BOOST PORTING, $99. HEAD MODIFICATIONS, $30. SILENCERS, $49. PSI, Inc., 3613 S. Green Bay Rd., Racing, WI 53403. (414/554-5192. (1-11/12NEX)

1980 XR750: Lawwill brakes and clutch, three sets of pipes, two tanks, wheels, gearing, new cylinders, lots of bits. $6,000. (612) 784-3078; (612) 722-1500. (311/12NE)

ELR S-1 Parts
Rolling chassis & spares, 3 motors. Call for particulars after 6pm, EST, ask for Dale. (803) 224-0460. (3-11/12NE)

Performance Cycle Works ★★★ Is Dealing ★★★
On all 1985 KTM models. Unbeatable prices on 1984 KTM 125 MX's. PERFORMANCE CYCLE WORKS, 7984 Firestone Blvd., Downey, CA 90241. (213) 861-9957. (212TFN)

'83 Husky XC500
Excellent condition, many extras, great desert bike. Must sell, $1600/OBO. (213) 370-8985. (311/12)

Eurostyle Motorcycles ★★ GSX750R ★★ — Racer's Superbike —
April delivery. New in crates. (415) 485-1921. (312/13NWX)

MX Intercom!
If you are interested in a mechanic-to-rider intercom, send your name and address for more information to: J.P. Enterprises, P.O. Box 7302, Columbus, GA 31908. (1-12NE)

SUZ/KAW/BMW Mechanic
Beautiful Santa Barbara, California area. 3 years experience. Good salary negotiable. Send resume to: Suzuki-Kawasaki-BMW of Goleta, 323 Magnolia, Goleta, CA 93117. (805) 964-7893. (312/15NWX)

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SALES-SERVICE-PARTS-MAIL ORDER SERVICE! Ohlins shocks dealers. BRIGHTON KTM, 327 Walnut, Brighton, CO 80601. (303) 659-5419. (209/TFN)

Hy-Tech Pipe Blow Out
For racers, not duners. Only $99.95 gets you there faster. Shipped UPS daily. Call Vic at (714) 823-1338. (212/13)

Montesa
In central Texas at Arlette Cycle, 1904 N. Bell, Cedar Park, (Austin) TX 78613. (512) 259-0771. (211/12)

1985 Cagiva
Now in stock at Arlette Cycle, 1904 N. Bell, Cedar Park, (Austin) TX 78613. (512) 259-0771. (211/12)

CZ Jawa
Parts and accessories. JB CYCLERY 17468 Road 25, Madera, CA 93638. (209) 674-4788. (248TFN)

Allspeeds — The Road Warrior
Europe's #1 RZ street pipe is now available in California and Colorado. IN STOCK at the following dealers: SAN JOSE, CA - Kenny Roberts Yamaha Country; LOS ANGELES, CA — T&O Cycle Dynamics; SANTA ROSA, CA — S.R. Kawa/Yamaha; DENVER, CO — Vickery Motorsports; and BOULDER, CO — Boulder Yamaha. 3 styles priced from $189.95. Direct orders accepted. (707) 575-8312. RSC PERFORMANCE WEST, P.O. Box 4302, Santa Rosa, CA 95402. (211/12)

'84 KTM 495 MXC $1750
Excellent condition, demo bike. $1750(+). PERFORMANCE CYCLE (213) 861-9957. (208TFN)

GSXR750's
Here in Los Angeles. Brand new. Call for your fantastic price! MARINA SUZUKI (213) 306-8595. (212/13)

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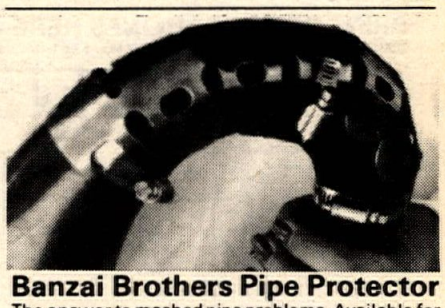
California Superbike School
Course fee includes leathers, helmet, boots, gloves and SuperTrapp equipped GPz Kawasaki. Riding seminar by Keith Code, and 40 miles on the track. Up-coming schools: Willow Springs — April 6, Sears Point — April 20, Laguna Seca — April 27. P.O. Box 3743, Manhatten Beach, CA 90266. (213) 484-9323. ADVANCED RESERVATIONS REQUIRED. (206TFN)

VF1000R
New Michelin High Sports, 2800 miles, $1600. (713) 531-0818 after 6pm. Houston. (312/13NWX)

'84 CR500 Parts
Complete front wheel with disc brake caliper, master cylinder, brake lever, and hose. Never used, $400/OBO. (818) 360-5908. (112)



Banzai Brothers Pipe Protector
The answer to mashed pipe problems. Available for all 125cc through Open class two-stroke pipes. Fork protectors and Banzai Brothers Logo T-shirts and jerseys also available. Ask your dealer. Send $1.50 for 1985 catalog (refundable with first order). BANZAI BROTHERS RACING, P.O. Box 41457, Eagle Rock, CA 90041. (213) 256-4922. (212/13NWX/EFI/TFN)

Kawasaki H2-R engine, frame, chambers, seat, tank, and CDI. Excellent condition, $1600. Dan at (818) 768-8572. (112/13)

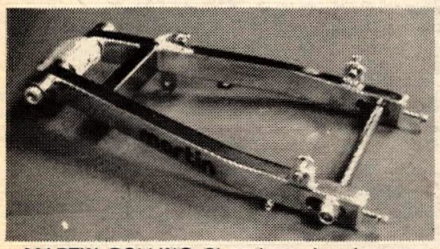
Tracy Demuro's Yamaha TZ250L. Prepared by John Lassak, National Road Race winner. New HH cylinders, EPM wheels, Brembo brakes, full spares kit, $6000. Call Tracy at (818) 341-6134, or John at (714) 867-7298. (312/13NWX)

2 Great Buys

1978 750 Triumph Bonneville, 5-speed trans, runs great, $850. Also all new never run 750cc Triumph engine, Axtel head, Sifton cams, racing rods and crank, $900. (714) 821-9562. (111/12)

1984 Honda XR350R

SuperTrapp pipe, K&N filter, excellent condition, reliable, strong engine. $1200/OBO. Call Mike at (805) 482-3935. (111/12)



MARTIN ROLLING Chassis and swingarms, Chromoly 41-30 rectangular section, for Kawasaki, Honda, Suzuki, Standard $218.87, 2" Over $228.87, 4" Over $238.87. Dealer inquiries invited. EURO PERFORMANCE SYSTEM, 328 Dale Dr., Houston, TX 77060. (349/4/8/12NWX)

'84 CR250 & CR500

Senior rider, never raced, low hours. $1,295 each/OBO. (818) 706-8844. (311/12)

20' ProTrac Trailer

With awning, bathroom, work bench, heavy duty springs, tool box door. Holds 5 bikes. $2950/OBO. (818) 360-3175. (311/12)

Christian Desert Racers

District 37 club forming. Racers Under The Son. (714) 540-4286. (309/12)

ATC Or 3-Rail Trailer

Custom storage box, big tires. Must sell $500/OBO. (213) 370-8985. (311/12)

★★ Husqvarna ★★ KTM ★★ ★★ Lowest Prices in USA ★★

All '85s in stock. Husqvarna 250CR, 500CR, 250XC, 250WR, 510TX — KTM 350 MXC, 250MXC. Zero Down Financing. Open 7 Days. ALBA HONDA. (619) 436-9771. (210TFN)

'78 Bultaco 350 Sherpa-T. Skid plate, spark arrestor, Fox shocks, new tires. $750. (818) 345-0637. (112/13)

Fast Fill Gas Cans

4½ and 7½ gallon capacity. Fast (approximately 2 seconds/gallon) lightweight (6 lbs.) heavy duty aluminum. $134.95 and $199.95. Optional stand available. PACIFIC RACING PRODUCTS, 10020 Prospect A-8, Santee, CA 92071. (619) 448-1358. (110/12EOI)

'83 Honda CR480R

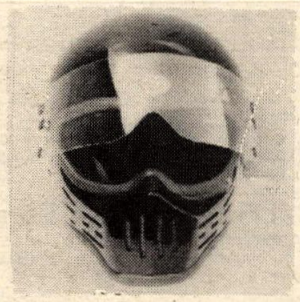
Large gas tank, runs great, $1100/OBO. (714) 653-7085. (112/14)

Dodge Van

'73 1-ton, set up for hauling bikes. New engine, transmission, alternator, battery and tires. 360 V-8, automatic, P/S, P/B, equalized trailer hitch. Looks bad, runs great. Passed smog. Blue Book $900. Call Art at (213) 379-3125. (312/13)

1100 Suzuki Heads

For sale, also KZ1000 luggage rack. Make offer to Art at (213) 379-3125. (312/13)



Clearance $39.95

LOWEST PRICE EVER! Limited quantities on hand. Japanese Parts Distributor, 2417 E. Main St., Visalia, CA 93277. Call collect (209) 734-0457 or (209) 734-0430. (201TFN)

'74 Husky 450CR

Modified by Tracy's, Laydown shock, Mikuni, exceptional condition, not ridden in 4 years. $550. (805) 644-2786. (111/12)

'84 Honda CR250

Excellent condition, many spares totally sorted. Must sell. $1350/OBO. (213) 941-9903 evenings, (714) 827-2022 days. (111/12)

1984 Yamaha TT600 4-Stroke

Like new condition, owned by older play rider. Lots of money spent on rear shock, Pro-Tec springs in front forks. Handles superbly. $1750/OBO. (213) 643-5897. (111/12)

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1 short track $1800. 1 long track $1800 plus extras. Side port, Diamond tail sections, Head pipes, PJ Box gears, tires, wheels, 2-valve engine, fuel cans, and miscellaneous parts. Both just rebuilt. $3500 takes all. (213) 921-4500. (111/12)

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'79 YZ400: Bone stock, fine condition, well maintained. $500. (714) 870-0326. (411/12)

Awesome 750 HON Road Racer

Full race engine with Indy style close ratio gear box. Former lap record holder at Willow Springs. Featured in Cycle Guide Magazine. Everything new. Legal and licensed. Price reduced to $1850/OBO. Delivery possible. (714) 676-5539. (112/13)

New '85 Yamaha YZ125

The bike has less than 4 hours on motor. First $1500 takes it away. (714) 997-2247. (112/13)

'84 Honda CR500 $1250 XLNT

Old Timer's bike, best of care, extras, must sell. $1250/OBO. (714) 496-6392. (112/13)

Attention XR750 Owners

1 set-new crankcases still in the box. 1-complete XR750, excellent condition, $5500. Call for details to Bud Carroll (213) 327-3432. (412)

Christian Racers Wanted

Deserts, GPs, Enduros, fellowship rides. Racers Under The Son. (714) 540-4286. (309/12)

'83 CR480: desert tank, skid plate, much more. $1399/OBO. (818) 884-1809. (112/13)

'83 RM250: '82 head, aluminum silencer, Boyesen reeds, much more. $1199/OBO. (818) 884-1809. (112/13)

VF1000 Interceptor

Excellent condition, low miles. Taxes force sale. $4500/OBO. Days (714) 990-4605. (311/12)

District 36 Club Needs Lawyer

Experienced with Forest Service relations to stop enduro cancellation. Please call (415) 368-9036. (111/12)

Bates Speedway leathers: fully padded, orange/blue, fits 5'8", 150 lb., $200. (714) 870-0326. (111/12)

Our Specs Fit Your Specs

Spec II is the only complete full service high performance builder of Yamaha RZ350 products — Current MHDR Record Holder. From complete engine work to carburetor kits, pipes, and handling components. For 10 years we've researched, tested and raced every part we made. So, if you want to go fast, call SPEC II and get the best of everything. VISA/MC OK. Chambers $199.95. 102 East Prospect Ave., Burbank, CA 91502. (213) 842-5187, ordering 1-(800) 421-4444. (210/EOI/NWX)

Wanted TZ250 TA125 Motors

Motors, parts, etc. No junk. D.M. BEST II (713) 522-2449, (713) 641-0323. (110/15NWX)

Team Obsolete G50/7R

Big end and con rod kits. Converts to INA bearings. Everything included for a reliable big end and con rod. $500. Also drive side main bearings, INA conversion, complete, $200. Rob Iannucci, 139 Henry Street, Brooklyn, NY 11201. (718) 596-0504. (310/13NEX)

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6-speed AMC complete racing gearboxes, super trick, magnesium castings, full-needle bearings, choice of ratios & main shafts. Fits Norton, G-50, 7R, Manx, Twins, etc. $1,350. Exclusive worldwide distributor, Rob Iannucci, 139 Henry St., Brooklyn, NY 11201, (718) 596-0504. (310/13NEX)

'82 RM125 Suzuki

R&D motor, new tires, new top end, still has stock bore. $500/OBO. (213) 422-7508. (110/12)

'81 HUSKY 430XC perfect shape, little used. $1200/OBO. Dr. Holmes (415) 493-3760. (311/14)

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Cycle News P.O. Box 498 Long Beach, CA 90801-0498

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★★ Pro-Cycle KTM★★ — "3 Week Sale" —

SO CAL'S #1 KTM dealer is having a "3 WEEK SALE" on '85 125's and 250's (MX/XC). Sale prices will not be quoted over the phone, so stop by our new larger facility at: 330-L East Orangethorpe, Placentia, CA 92670. (714) 524-5441. (210/12)

Kawasaki — Factory Prepared

One of a kind, absolutely perfect! 1985 KX250 (no lie guys) Best offer takes. (714) 645-6902. (112)

1984½ RM250

Very low hours, extras. Steal it at $1300 firm. (714) 645-6902. (112)

'85 XC Husky

Less than 300 miles. Must sell. Never raced and rejetted. (702) 331-8140. (112/13)

'78 Husky 390CR

Better than new. Completely rebuilt from ground up. Excellent desert bike. $600/OBO. Call (714) 735-2308, leave message. (112/13)

1981 BMW R80GS: To inquire call Harold at (415) 355-7387, Pacifica, CA. (112/15)

Jawa

2-valve, strong motor, new frame, extra tires, oil, methanol, etc. $900. Call before 2pm. (213) 860-7029 or (213) 924-8023. (310/12)

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Shipped ANYWHERE UPS. 24 hour answering machine. We'll call back! PHILIPPE SERVICES (714) 643-8340. (234/NW/TFN)

Now $165!!

The same COMPUTER used by every TOP rider in the sport can be yours at a new low price. See your dealer or order direct. Performance Products, P.O. Box 1294N, Lacombe, LA 70445. (504) 882-3107. (2/41/TFNNE)

Bankruptcy Sale
We have purchased the entire inventory of one of San Diego's largest Honda dealers. Over 100 ATC's, motorcycles. All must be sold quickly. '85 ATC 250R, 350X and FL350 Odysseys in stock. SUPER DEALS! Open 7 days a week. HONDA OF POWAY, 14010 Poway Rd., Poway, CA. (619) 748-4151.(212/13)

'84 Husky 500XC
Very good condition. Metzeler front tire, Uptight manifold, new top end. $1700. (805) 343-1014. (312/13)

Championship Training
Brad Lackey's complete program plus fitness info for all sports, $9.95. Images: Grand Prix motocross; over 60 pages, $14.95. Lackey Motocross: 224 pages, 400 photos, $11.95. Schreiber Trials: 192 pages, 400 photos, $12.95. Leavitt Trials: 160 pages, 400 photos, $9.95. Domokos Wheelyin': 144 pages, 12 color pages, $7.95. Postage $1.50, 60¢ each additional. Free descriptive flyer. Cleansheet Enterprises, P.O. Box 241C, Tarzana, CA 91356. (112/NWX/TFN)

WANTED: Road race leathers, 5'11", 180 lbs. Also basket case '83 GPz 550. (619) 758-9175, mornings best. (112/13)

Cycle trailer: 5-rail, big wheels, $300. (818) 448-3488. (111/12)

20' Smuggler
1973 excellent condition, self-contained, sleeps 6, carries 5 bikes, new tires, battery, cassette-deck, mini-blinds. Includes E-Z Lift hitch. $4000/OBO. (213) 569-0996. (309/12)

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Well established major L.A. location. Top rated dealer in western U.S. Has largest and most attractive showroom in L.A. county. Price $200,000 (firm) plus inventory and equipment. Excellent 5 or 10 year lease available on current 6000 sq. ft. facility. For more information call (818) 443-5220. (211/14NWX)

'83 KTM 495MXC
New motor built by Eric's, street licensed, $1100. '81 Maico 490 enduro $750. '78 Maico 450 enduro $300. All bikes well maintained, fast and reliable. Enduro equipped including VDO skid plate and lights. Many extras. (714) 986-1864 after 7pm. (311/12)

XR AXTELL HEADS: Also, 2 sets good ½-mile heads. Tex Peel, (313) 659-3585. (1-12NE)

1985 YAMAHA 490YZ: extra tank, skid plate, Metzeler front tire (brand new). $2180. (818) 341-8011. (110/13)

Tired Of Replicas?
KZ1000S1 street legal, Kawasaki factory Superbike. One of 25 made. 55X3+ can be seen and ridden at "Rock Store" on 3/31/85 10-12am. or call (714) 828-9589. Very serious inquiries please. (112)

Harrington National Winner
XR750 H-D, fresh by Tex Peel, Axtell heads, Henter, two rear wheels, aluminum tank. This is a proven winner. Tex Peel, (313) 659-3585. (1-12NE)

Dirt Track Garage Sale
'79 RM400, Champion frame, Ceriani, S&W, Bill's pipe, etc. $1,750. TT set up available. '79 XR500 rolling chassis, aluminum swingarm, S&W's, $225. Ceriani RR forks, $85. More! Save this ad. Call evenings, (918) 333-0559. (3-12NE)

'77 XR750 H-D
Lawwill frame, cams, clutch, ignition, Down pipes, some spares. Former national rig. Some trades considered. Call evenings, (918) 333-0559. (3-12/14NE)

Ninja 900 Blue & Silver
Canadian model, 1984. Very fast. Vance and Hines, new chain and sprockets, Metzeler front, Pirelli Plus 1 rear, Ferodo pads. Priced to sell fast, $3400. (213) 466-6901. (112/13)

ROAD RACER BELT BUCKLES: Advertise your favorite sport. Only $10 including postage. Make checks payable to: J.L. Forestell, P.O. Box 101, Cabin John, MD 20818. (3-12NE)

★★★ KTM Parts ★★★
Huge selection of parts in stock at Performance Cycle Works. Shipped UPS daily. Call (213) 861-9957. (212TFN/NWX)

MIKUNI CARBS: 39, 40, and 41mm flat slides, jetted for H-D 500, 560, 750 or Honda 500, 600, or 750. New aluminum gas and oil tanks and seats. Tex Pell, (313) 659-3585. (1-12NE)

'85 RZ500
New in crate. Make offers to Terri at (714) 966-2160. (312/13)

Yamaha 400 Daytona Special
1979, 4405 miles, excellent condition, must sell, $1100. (605) 692-8287. (112)

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Cleaning out garage. Both Hondas go! 900F has sport control kit and Bassini header. 900C has fairing and saddlebags. Have some spare parts. Sell each for $1200/OBO or deal for everything. Call Page at (818) 991-7863. (112)

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New in factory box. Fits '79 or '80 Honda. $600 value, only $350. (916) 666-3303. (112)

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1969 ISDT 6-speed Jawa, $1500. 1979 XR500, Fox forks and shocks, $900. (818) 882-2949. (112)

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Low mileage, immaculate condition. Features: Interceptor 16" front end, wheels and brakes; custom seat, swing arm and exhaust pipes; dependable 1047cc motor, blueprinted, balanced, ported with S-peened rods. Fast and full of extras not listed. Car forces sale. Own this legend for half its cost. Asking $2400. Call Joe at (805) 658-8193 evenings. (112)

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Perfect condition, ridden only 6 times, bought new in 1983. $575 takes it. (714) 770-9968 after 4pm. (112/14)

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Factory 6-speed, immaculate, extras, $1800. (714) 855-8843. (312)

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Bike is two time national winner. Ridden by Alex Jorgensen. (209) 463-2912 or (209) 931-6441. (112/14)

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One of the fastest TZ's in the country. 8th at Daytona, 146.25 MPH through the traps. Consistant AMA top finisher. 2nd Elkhart, 3rd Portland/Brainerd, 4th Laguna. David Harold prepped motor. Complete spares kit. $4500/OBO. (206) 641-8649, (206) 774-9755. (112/14)

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New barrel, piston, and rings. Excellent condition, must sell. $675. (714) 661-2635. (112/13)

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Like brand new, perfect condition, must see! $899. (213) 469-8731. (112/13)

Wes Cooley's Superbike
Second at Daytona, and Ron Haslam's Superbike, fourth at Daytona, for sale. Both bikes are factory Honda 750 Interceptor Superbikes. Only 2 of 4 Team America Superbikes to be sold. Call Dave Busby at Team America (213) 450-1900 days, or (213) 450-0619 evenings. (311/12NWX)

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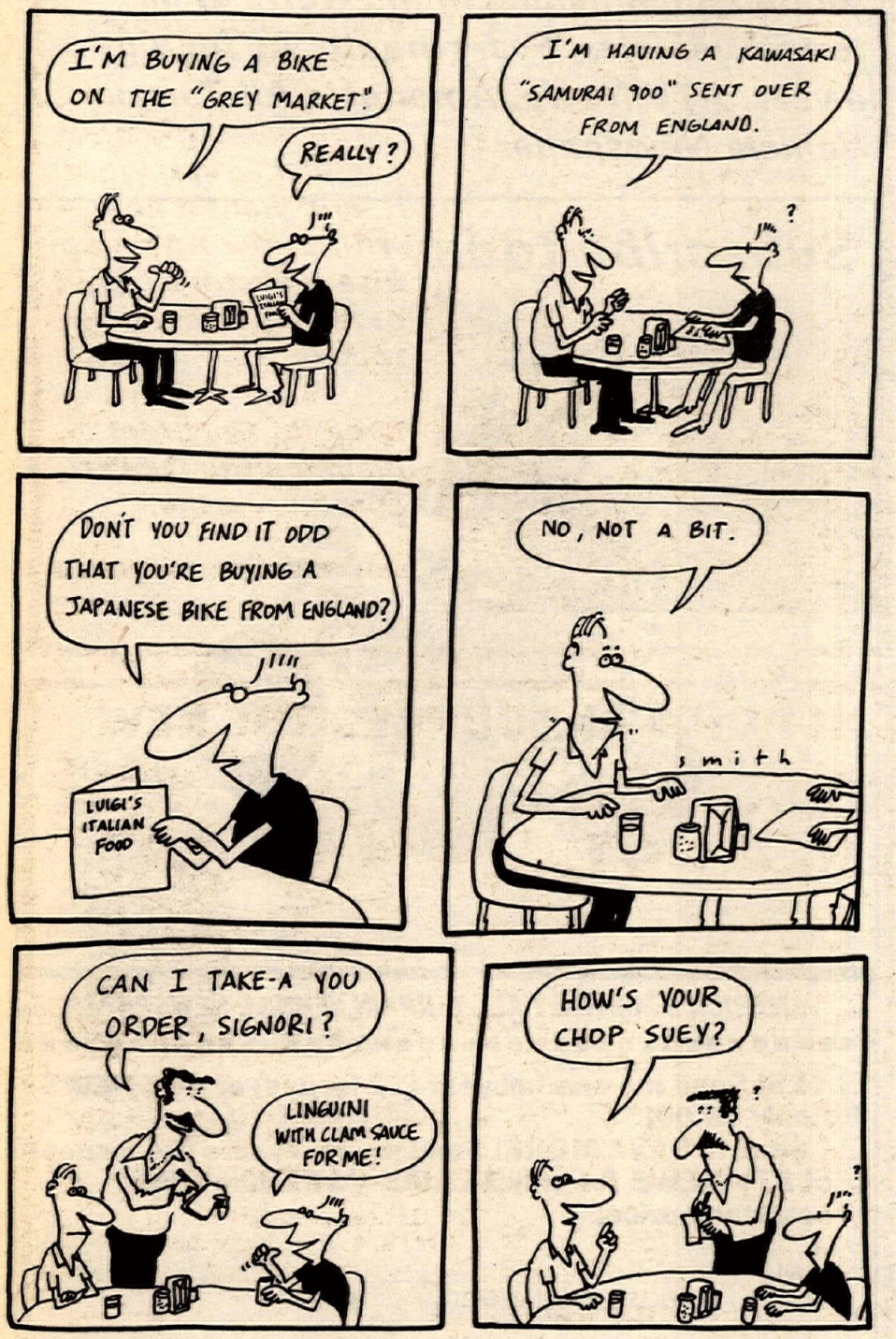

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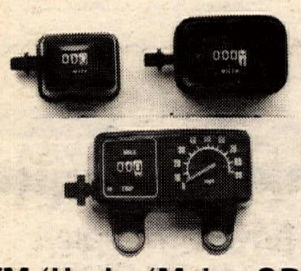
Excellent condition, none better. Call (818) 810-0797 after 5pm. (111/13)



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New with ignition, driveshaft, and used rear-end. $2000 takes all. Call Jay Maupin at (316) 225-4155. (112/13)

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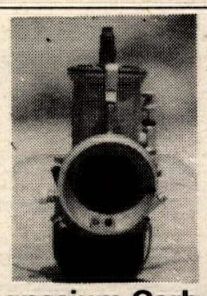

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Ready for '85 season. Too much to list, must sell! Call Jeff evenings and weekends at (714) 875-3519 or (714) 877-5118, days (714) 822-8737. (11/13NWX)

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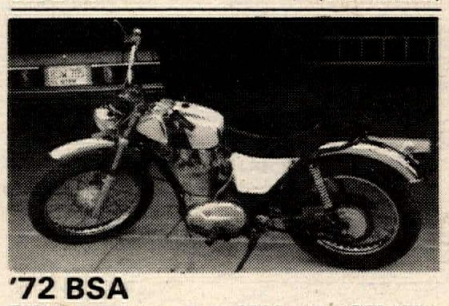

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Pro Circuit motor, Metzeler front, Dunlop rear, two tanks, skid plate, O-ring chain, plus extra wheel assemblies if desired. Much more also. All offers considered. 1980 KTM 250 too. Call Jess (213) 434-9102. (410/12)

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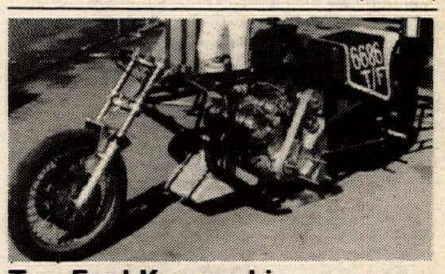
Metzelers, Answer bars, heavy stock, spring. $1950. (213) 465-5300. (111/13)



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Need frame and exhaust to replace same on 1979 model CR250. (714) 591-3526. (112/13)

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MT125R — Mag Wheels
MT125R: Water cooled, too many extras to list, $1200. Comet 3-rail trailer, $250. ABC one-piece leathers (needs zipper) 5'8", 160 lbs, $125. '73 Datsun 1200: 32 MPG towing above, $800. All the above for $2200. Delivery possible in Washington or Oregon. Jim at (206) 876-5431. (312/13)

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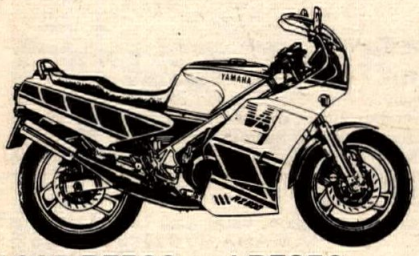
New '84 RZ's at only $2049 total! Low cost shipping available. Limited availability, so call fast. CYCLE CRAFT YAMAHA (206) 531-2652. (111/13)



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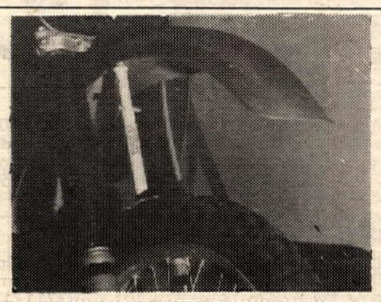

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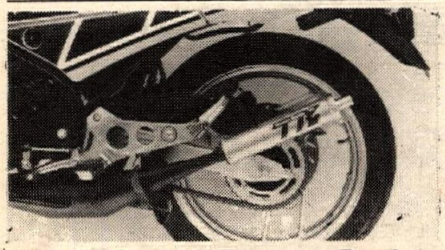

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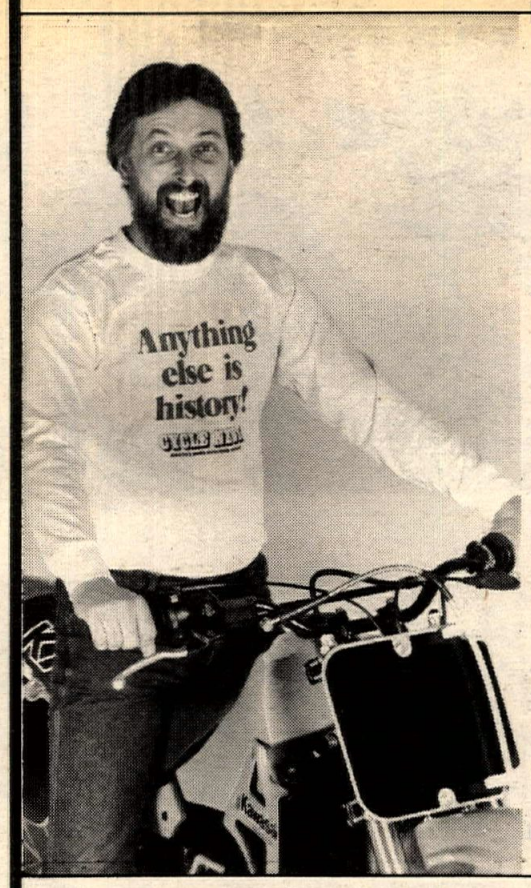

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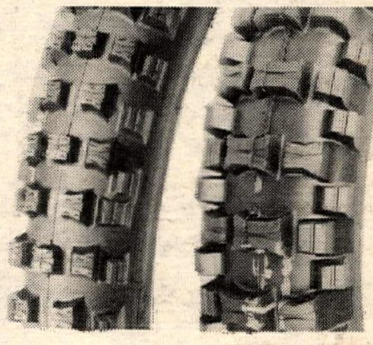

3:00x21R 4:50x18R 4:10x14R

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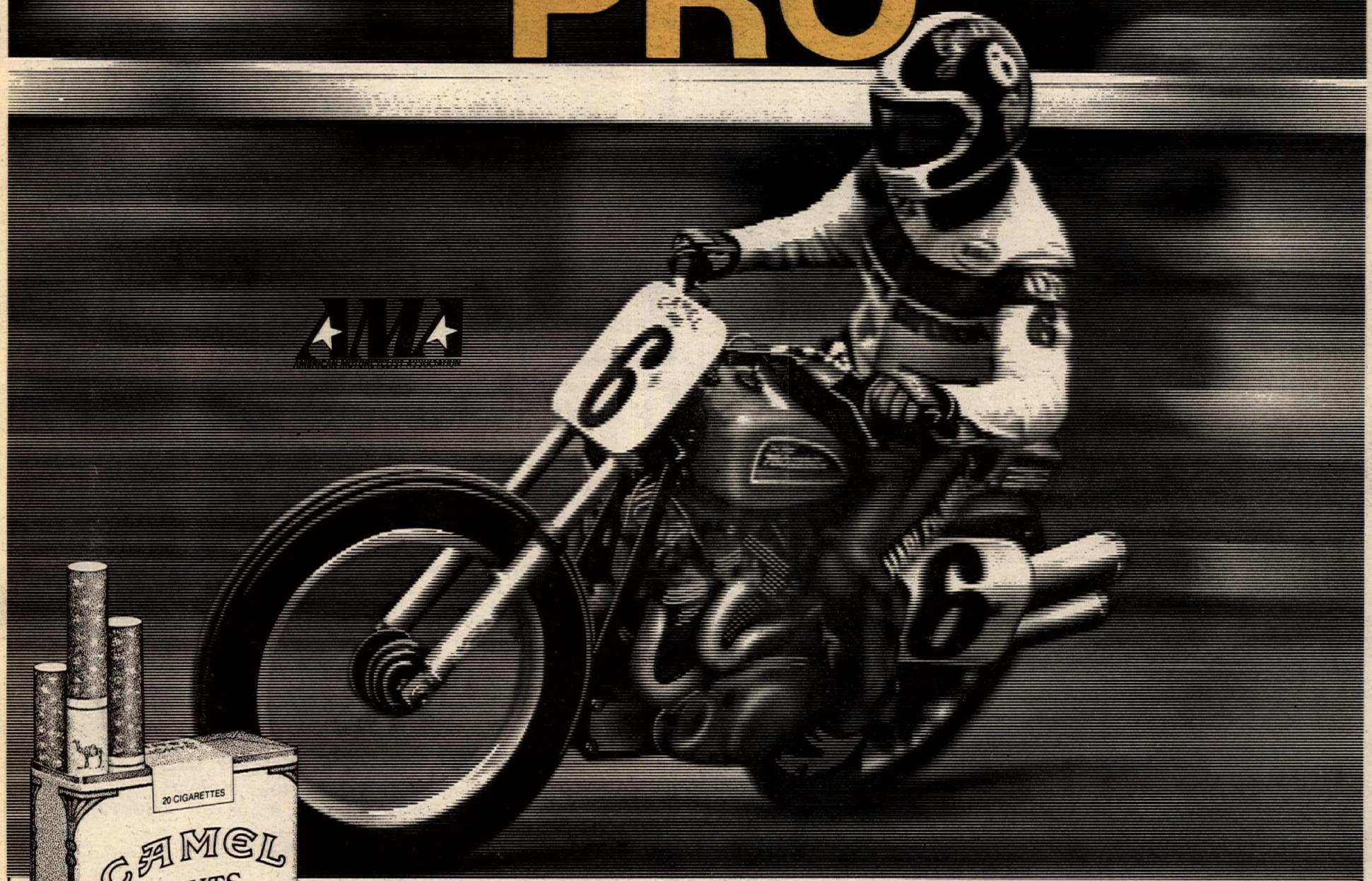

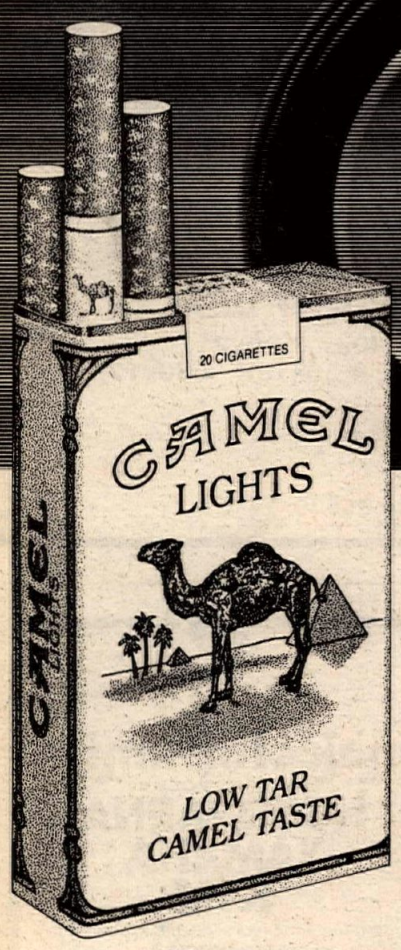

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